

could be placed, and if these receipts are excluded, the year 1101 would result in a deficit of about Rs. 5.50 lakhs and the next year would end in a deficit of Rs. 19.50 lakhs. In these circumstances, I doubt whether it would be a sound financial policy to go in for heavy recurring expenditure and to reduce the existing taxation.

DEMANDS FOR GRANTS.

DEMAND I—PUBLIC WORKS DEPARTMENT—Rs. 26.74 LAKHS.

DEPUTY PRESIDENT: We will now proceed with the motions on demands for grants.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Sir, I beg to move for a grant not exceeding Rs. 26.74 lakhs under Demand I—Public Works Department.

29 A. BUILDINGS, COMMUNICATIONS, ETC. DIRECTION—*Establishment.*

Motions 1 to 5.

The following motions were not moved:—

MR. T. KUMARA PILLAI (*Kalkulam cum Vilavankod*): ജനറൽ ഡിസ്കഷനിൽ സ്പെഷ്യൽ റെഗുലേഷനെപ്പറ്റി പറയാൻ പാടില്ലെന്നു തടുത്തിട്ടുള്ളതിലുള്ള ഞങ്ങളിൽ പലരുടേയും അഭിപ്രായവ്യത്യാസത്തെ കാണിക്കുന്നതിനായിട്ടു ഞാൻ ഈ മോഷനെ അവതരിപ്പിക്കുന്നില്ല. ഇതേ കാരണത്താലാണ് ജനറൽ ഡിസ്കഷനിൽ ഞങ്ങളിൽപലരും സംസാരിക്കാതിരുന്നിട്ടുള്ളതു്.

1. To reduce the allotment of Rs. 30,076 for establishment by Rs. 3,000

MR. M. N. PILLAI (*Trivandrum*): As a protest against the ruling of the President, I also do not wish to move the motion standing against my name.

2. To reduce the allotment of Rs. 30,076 for establishment by Rs. 2,366.

DEPUTY PRESIDENT: It is certainly a matter left to the discretion of the individual members to move the motions or not. But I doubt whether it will be any good not to move them. Anyhow, it is a matter entirely left to the discretion of the individual members.

MR. G. RAMAN MENON (*Mavelikara cum Kartikapalli*): In sorrowful protest against the ruling of the President in disallowing the speech of Mr. Narayana Pillai and the attitude of the Government in regard to the adjournment motion, I refrain from moving any motions until an opportunity is given for discussing the Newspapers Regulation.

3. To reduce the allotment of Rs. 30,076 for establishment by Rs. 200.

MR. K. MADHAVAN PILLAI (*Trivandrum cum Neduvangad*): I am not moving the motion standing in my name.

4. To reduce the allotment of Rs. 30,076 for establishment by Rs. 100.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): As I am not satisfied with the attitude of the Government with regard to the Newspapers Regulation, I do not wish to move the motion standing in my name.

5. To reduce the allotment of Rs. 30,076 for establishment by Rs. 100.

Motion 6.

MR. A. K. PILLAI (Karunagapalli): Mr. Deputy President, I must confess that it is a matter of very great regret that such an unfortunate episode has happened. But whatever my feelings, I always believe in giving expression to them and not stifling expression. For one who has ever fought and for one who is still fighting for freedom of expression, it is impossible to keep quiet on an occasion like this. Again, Sir, I will have my opinion about this department expressed and I am not going to allow this department to go scot-free. Generally, the department comes to the last, but this year it has been particularly arranged that it should come first, at any rate, to enable us to have a full say over it.

MR. K. P. NILAKANTA PILLAI (Chirayinkil): Sir, can he make a speech before moving the motion?

DEPUTY PRESIDENT: Mr. A. K. Pillai, you must first move the motion.

MR. A. K. PILLAI (Karunagapalli): Sir, without making the motion while my predecessors were allowed to speak, I do not know why this is particularly restricted to me.

Sir, I beg to move the following motion:—

6. *To reduce the allotment of Rs. 30,076 for establishment by Rs. 10.*

This is, as is evident, only a token motion, just to bring to the notice of the department the necessity for enhancing the efficiency of the office. Sir, many schemes and many works that have been sanctioned years ago still remain to be taken up or to be completed. Certain works that have been provided for in the budget for 1929 are still incomplete in the Karunagapalli taluk. I have had occasion to point out elsewhere to the Chief Engineer that it could have been expedited. But his answer was that it was all due to the Executive Engineer. When the matter was referred to the Executive Engineer, it was said that it was all due to the Chief Engineer.

MR. K. V. NATESA AIYAR (Chief Engineer): Sir, I rise to a point of order. The motion relates to the Chief Engineer's Office Establishment—clerks, draftsmen, and peons drawing salaries of Rs. 125 and less. The member has therefore to confine his remarks to that portion of the establishment and not to the administration of the department by the Chief Engineer or the Executive Engineer.

MR. M. SIVATANU PILLAI (Tovala): Louder, please.

MR. A. K. PILLAI (Karunagapalli): I perfectly understand the honourable member's position. But I do not think that the honourable member can anticipate what I am going to say and how my reference to the administration of the department by the Chief Engineer or the Executive Engineer is relevant. I know that the motion was made with the special view of pointing out the inefficiency of the working in the office of the Chief Engineer.

MR. M. SIVATANU PILLAI (Tovala): I rise to a point of order, Sir. When a member is in possession of the House, can another member be in possession of the House by standing up?

MR. K. V. NATESA AIYAR (*Chief Engineer*): I am simply standing so that I may be able to hear the member better.

DEPUTY PRESIDENT: He simply stood up to hear the member. That does not mean that he is in possession of the House.

MR. A. K. PILLAI (*Karunagapalli*): When enquiries were made in the office, I was told that these matters were left to people who were not qualified to look after them. Out of 24 clerks in the office, not even three or four are graduates. It is only something like patronage that these people are kept there and not exactly to turn out work. There is the complaint with regard to the execution of work and the promptness with which particular orders have been carried out. Sir, whatever may be the particular qualification or disqualification of the clerks entertained in the office, the burden of the loss and inconvenience is upon the people. But we are told that works are sanctioned and during the budget time we get eloquent speeches from the official members that things are very well attended to. But we cannot get the satisfaction that things are equally well attended to in practice. I know that works sanctioned last year have not yet been taken up. We are told that money has been sanctioned, but then no work can be seen on the spot. I only want to say that the Chief Engineer who himself is so conscientious about his work should see that his subordinates also attend to their work equally efficiently.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): I rise to a point of order. The motion has not been seconded.

DEPUTY PRESIDENT: A budget motion need not be seconded.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Sir, I tried to listen to the member as carefully as possible, but I am not able to understand how the present motion has any bearing on the delay in the execution of works in the department.

DEPUTY PRESIDENT: What he means to say is that your department is not working properly though he has only moved for the reduction of the allotment for establishment.

MR. K. V. NATESA AIYAR (*Chief Engineer*): The Administration Report will show how the department has been utilising the grant and spending it and how all delays have been avoided to the greatest possible extent. There may be some delay in the disposal of papers in the Chief Engineer's office. Cases of delay, if any, must have been unavoidable under the present circumstances. Firstly, want of sufficient staff. Six members of the office, including one draftsman, were reduced in the reorganisation of 1098, as advised by the Salaries and Retrenchment Committee. The inadequacy of the staff has been keenly felt and, as a result of constant pressure on the Government, they have provided for strengthening the staff in the budget for 1102.

Secondly, increase of work. In recent years there has been heavy increase of work owing to various causes such as better scrutiny of the irregularities in the execution of works, increased activity of the department in the matter of development of communications and

[Mr. K. V. Natesa Aiyar.]

protective irrigation works and in the matter of speedy restoration of rain and flood damages and activities of the Reformed Legislative Council since 1098.

The increase of work in the Chief Engineer's office will be evident from the following : —

(1) The number of letters received in the office has increased to about 22,000 in 1101 from about 17,000 in 1097 and the number of letters despatched has increased to about 21,500 in 1101 from about 14,000 in 1097.

(2) The number of estimates, etc., dealt with in the drawing branch has also increased to 675 in 1100 from 503 in 1097.

(3) The Public Works receipts have increased to about Rs. 2,90,000 in 1101 as against about Rs. 1,90,000 in 1097.

(4) The expenditure on Protective Irrigation has increased to about Rs. 1,47,000 in 1100 as against only about Rs. 32,000 in 1097.

MR. A. K. PILLAI (*Karunagapalli*): I am afraid the honourable member is taking advantage of what I said to ask for more peons and clerks. But by efficiency we mean that maximum work should be turned out by minimum hands.

MR. K. V. NATESA AIYAR (*Chief Engineer*): I am coming to that. The staff of clerks and draftsmen are doing their best to maintain a high degree of efficiency in their work under the altered circumstances of recent years. The member referred to the inadequacy of graduate clerks in the office.

MR. A. K. PILLAI (*Karunagapalli*): Sir, I wish to say a word by way of personal explanation. I was not advocating that more graduate clerks should be appointed. I simply said that non-graduate clerks must be eliminated and graduate clerks appointed in their stead.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Very few graduate clerks come to our department. Again, in our department, the clerks who have passed certain tests, such as the General Account Test and the P. W. Division Account Test have to be preferred. We have been trying to do our very best during the past and shall continue to do so. In these circumstances, I think the member will be good enough to withdraw his motion.

DEPUTY PRESIDENT: Do you press your motion, Mr. A. K. Pillai?

MR. A. K. PILLAI (*Karunagapalli*): I do not think I can press it. But I have not received any assurance from the member that the work of the department will be properly attended to.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): But are we not entitled to make any remarks?

DEPUTY PRESIDENT: I was waiting for some time and nobody stood up.

MR. A. K. PILLAI (*Karunagapalli*): Sir, may I have the assurance from the member that the whole thing will be attended to properly.

MR. K. V. NATESA AIYAR (*Chief Engineer*): It is being attended to and it will be attended to.

MR. A. K. PILLAI (*Karunagapalli*): I beg to withdraw the motion. The motion was by leave of the House withdrawn.

Motions 7 and 8.

The following motions were deemed not to have been moved as the member was absent:

MR. S. PIRAVIPERUMAL PILLAI:

7. To reduce the allotment of Rs. 200 for purchase of instruments, etc. by Rs. 175.
8. To reduce the allotment of Rs. 2,004 for office expenses and miscellaneous by Rs. 504.

Motion 9.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): Sir, I do not make the following motion as a protest against the ruling of the President and also against the attitude of the Government towards the adjournment motion:—

9. To reduce the allotment of Rs. 29,660 for Direction by Rs. 1.

Motions 10 and 11.

The following motions were not moved:—

MR. M. N. PILLAI:

10. To reduce the allotment of Rs. 29,660 for Direction by Rs. 10.

MR. T. KUMARA PILLAI:

11. To reduce the allotment of Rs. 29,660 for Direction by Rs. 100.

Motion 12.

The following motion was deemed not to have been made as the member was absent.

MR. S. PIRAVIPERUMAL PILLAI:

12. To reduce the allotment of Rs. 29,660 for Direction by Rs. 100.

Motion 13.

The following motion was not moved:—

MR. P. K. NARAYANA PILLAI:

13. To reduce the allotment of Rs. 29,660 for Direction by Rs. 100.

:29 B. BUILDINGS, COMMUNICATIONS, ETC.—EXECUTIVE.

Motion 14.

MR. G. RAMAN MENON (*Mavelikara cum Kartikapalli*): As announced before, on behalf of twelve of us including Mr. G. Paramesvaran Pillai, Mr. Changanachery K. Paramesvaran Pillai and Mr. P. K. Narayana Pillai, I refrain from moving the motions as a sorrowful protest.

14. To reduce the allotment of Rs. 38,140 for third grade Supervisors under establishment by Rs. 1,700.

MR. G. PARAMESVARAN PILLAI (*Nejyattinkara*): He is not making that statement on my behalf. I entirely dissent.

Motions 15 to 19.

The following motions were not moved:—

MR. K. SIVARAMA PANIKKAR:

15. To reduce the allotment of Rs. 38,140 under establishment by Rs. 100.

MR. M. N. PILLAI :

16. To reduce the allotment of Rs. 34,420 under establishment by Rs. 5,322.

MR. G. RAMAN MENON :

17. To reduce the allotment of Rs. 25,486 under establishment by Rs. 800.

MR. T. KUMARA PILLAI :

18. To reduce the allotment of Rs. 18,761 for repairs and maintenance of Travellers' Bungalows by Rs. 100.

MR. G. RAMAN MENON :

19. To omit the allotment of Rs. 10,000 for (27) extension of chemistry buildings in the Science College, Trivandrum.

Motion 20.

MR. A. K. PILLAI (*Karunagapalli*) : Sir, I rise to move the following motion : —

20. To reduce the allotment of Rs. 3,46,568 for Buildings by Rs. 10.

Sir, I have explained in the notice of the motion itself that it is to point out the negligence shown by the department in regard to the school in Karunagapalli and Chavara that I have sent up this motion. Though I made a specific reference in my motion, my idea is not exactly to confine the attention of the House to that part alone. What I beg to submit is that the up-country requirements are left alone. In the capital, money is spent ever so much more than in other places. For example, we know how much money has been spent for the Vanchiyoar School and how many thousands of rupees have been allotted during this year itself for furniture alone for Nagercoil High School. That matter has already been referred to by Mr. Tarakan who said that the expenditure was out of all proportion to a Higher Grade English School. In the Chavara school when there was not sufficient accommodation, the Education Department threatened to take away one or two forms instead of helping the people with some funds to construct additional buildings. It was with very great sacrifice that the people had constructed a building, rather a shed, and the Government were not encouraging them by appreciating their sacrifice by helping them with part of the expenditure. I want the Government to note that it is where people help themselves that they should help them further. But the rule that they seem to adopt is entirely different. Where the people are absolutely irresponsible, there the Government are sympathetic. But where the people are anxious and active and sympathetic, the Government do not help at all. So I seek to point out this sort of unstatesmanlike policy of the Engineering Department and of the Government by means of this motion.

MR. K. V. NATESA AIYAR (*Chief Engineer*) : Sir, let me make my position clear in regard to the provisions made for buildings in the budget. They are made as per orders of the Government on the recommendations of the several heads of departments. Hence the responsibility does not rest with the Chief Engineer alone.

MR. A. K. PILLAI (*Karunagapalli*): Ordinarily, when each member is speaking on behalf of the department, it is expected that he speaks on behalf of the Government also.

MR. K. V. NATESA AIYAR (*Chief Engineer*): The amount of Rs. 3,46,568 to be voted consists of Rs. 1,07,468 for 'maintenance' and Rs. 2,39,100 for 'works'. There is a provision of Rs. 2,000 in the budget for 1102 M. E. for providing additional accommodation to the English High School, Kayankulam, in Karunagapalli taluk. It will be observed from Appendix B that of a total of Rs. 2,52,200 provided for building works, a sum of Rs. 1,04,760 is allotted for Educational buildings and it has not been found possible to allot more funds for such buildings consistent with the orders of Government regarding provisions for buildings and the funds allotted to the department.

An estimate for Rs. 8,070 for constructing a new tiled shed for the English High School at Chavara has been forwarded to Government on the 28th January 1926, and sanction has not yet been received. A new shed having been constructed by the people, the Government are considering the urgent necessity for a new additional building for the school. To the Government enquiry whether the estimate required revision in view of the fact that a shed had been put up by the people, they have been replied that the estimate did not require revision as the additional accommodation was being pressed by the Headmaster and that the matter might be decided by the Government in consultation with the Director of Public Instruction.

DEPUTY PRESIDENT: Mr. Natesa Aiyar, you have not touched one point, that is to say, why you asked for Rs. 20,000 for furniture for the Nagercoil school.

MR. K. V. NATESA AIYAR (*Chief Engineer*): I did not ask for it. It is provided in the budget under Education Department.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): Sir, about the general policy of the department, I would like to say a few words in this connection. We all notice that the sanctioned works of the Department of Public Works are generally taken up only towards the end of the Malabar year.

MR. K. V. NATESA AIYAR (*Chief Engineer*): I rise to a point of order whether it arises under a cut for buildings.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): Buildings particularly. If the Chief Engineer had waited, I would have enlightened him on the subject. It was in my mind that he would raise this difficulty, and I was prepared for it. No doubt, I have to say that this defect is noticeable also in regard to roads, bridges and culverts. It is a chronic disease and therefore it is high time that some steps are taken effectively to put an end to such a state of things.

MR. K. I. JOSEPH (*Minachil cum Devicolam*): If it is chronic, could it be remedied?

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): All that depends upon the skill of the doctor.

DEPUTY PRESIDENT: Chronic diseases are not all incurable so far as I know.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): I think the analogy need not be pressed too far. One reason for this state of things is that the practice of the department is first of all to obtain budget sanction for a particular work and then to send up the estimates and plans to Government for sanction. In the ordinary course of things, the budget is passed towards the end of the year and the plans and estimates for works for which provision has been made in the budget will be sent up only in Chingam or Kanni and it will take a long time before they are scrutinised and sent back to the Chief Engineer after being sanctioned by the Government. Then the Chief Engineer may call for tenders and it may take some more months, and by this time the floods may appear in the country and the materials that have been collected may be washed away, and the whole thing may have to be done again. If that is the procedure now followed, and I am speaking subject to correction, by a simple change in the departmental routine, this could be easily remedied. When certain works are provided for in the budget, is it not possible for the Chief Engineer to send plans and estimates before the budget discussion so that the estimate may be ready? Generally, we find the works provided for in the budget are accepted by the Council. Therefore the Chief Engineer cannot maintain that he will not be able to find out beforehand what works will be passed by the Council and by the Government. Generally 99 per cent., if not cent. per cent., of the budget provisions are accepted by the Council. If the sanctioned works could be taken up from Chingam onwards, it would be an economical way of doing things. There have been complaints for very many years that works are taken towards the end of the year and a lot of waste is going on and I recently found out that the chief reason for all the delays was on account of the fault in the procedure of sending estimates. I hope the Chief Engineer will consider the desirability of altering the procedure.

DEPUTY PRESIDENT: Does anybody want to speak on this motion?

MR. C. P. THOMAS (*Nominated*): I very strongly support the observations made by my friend Mr. Mammen Mappillai. I think the method of making estimates before the funds are provided in the budget will help the execution of the work in a particular year when a provision is made in the budget for the work.

MR. K. GEORGE (*Chief Secretary to Government*): Sir, Mr. K. C. Mammen Mappillai observed that the estimates should first be ready before provision is made in the budget.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): What I said was that the estimates should be sent up and sanction secured before provision is made in the budget.

MR. K. GEORGE (*Chief Secretary to Government*): I am speaking of the same thing. It seems to me that it is hardly possible before we make provision for the numerous items of work in the budget. When the budget comes for sanction, we provide for a large number of new works for which it is practically impossible to get estimate in advance. There are a large number of works about which the public are anxious which are put in at the time of the preparation of the budget.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): May I know whether if a scrutiny is made, there will not be a fair percentage of such works which could be anticipated?

MR. K. GEORGE (*Chief Secretary to Government*): There are a few which could be anticipated. But at the time of the scrutiny of the budget, Government look into the urgency or non-urgency of the works. Some years ago, the practice of the department was to get a number of estimates sanctioned, sometimes years in advance, so that the estimates became absolutely useless and the requirements of the department became different. For these reasons, such estimates had to be dropped and new ones had to be prepared. So with the new budget system, we had to change the old practice and adopt the present one. No doubt, the present practice has its own drawbacks. For works which are ready with estimates, we should have to be ready with money for we can only start the work after the budget is sanctioned. Suppose the budget is not sanctioned and some of the items are deleted. It will be a waste of work if the department is to prepare plans and estimates before the budget is passed. So the present system has necessarily to be adopted for the requirements of our Legislative Council. All that we can do is to expedite matters at the various stages and I can assure the member that Government would try to do that.

MR. PAUL DANIEL (*Nominated*): I do not know whether I can put in a word regarding the sinking of wells—

DEPUTY PRESIDENT: I do not know whether building includes wells in the budget.

MR. R. NILAKANTA PILLAI (*Ag. Financial Secretary to Government*): Yes.

MR. PAUL DANIEL (*Nominated*): Sir, wells are generally sanctioned after repeated requests for several years and the lands in which they are sunk are required to be surrendered to Government.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Sir, sinking of wells is included under Miscellaneous Public Improvements. I do not know whether it arises here.

DEPUTY PRESIDENT: Then you are not in order, Mr. Daniel.

MR. K. V. NATESA AIYAR (*Chief Engineer*): I think the member will be satisfied with my assurance as far as the Chavara school is concerned and withdraw his motion.

MR. A. K. PILLAI (*Karunagapalli*): I accept his assurance and withdraw my motion.

The motion was by leave of the House withdrawn.

Motions 21 and 22.

The following motions were not moved:—

MR. T. KUMARA PILLAI:

21. To reduce the allotment of Rs. 7,58,659 for original works by Rs. 100.

MR. K. P. NILAKANTA PILLAI:

22. To reduce the allotment of Rs. 15,83,699 for communications by Rs. 10.

Motion 23.

MR. A. K. PILLAI (*Karunagapalli*): Sir, I rise to move the following motion:—

23. To reduce the allotment of Rs. 15,83,659 for Communications by Rs. 10.

I make this motion to point out the way in which the department asks for money under certain items and then spends that money for certain other items. Sir, for a road in Karunagapalli taluk a demand was made last year before this House and was sanctioned for that purpose. But the money was spent for something else. Not only the roads for which provisions are made are neglected, but also the money actually granted is spent on other items. To that, Sir, we must make an emphatic protest because they are doing things behind the back of the House. When they make a demand, they say that such and such a work is urgent and it has been clamoured for for so many years. Therefore, I say, Sir, it is rather stealthy to spend money for one item while that money was asked for and granted for another item. I am aware of a certain instance in my taluk.

DEPUTY PRESIDENT: 'Stealthy' is a rather strong word.

MR. A. K. PILLAI (*Karunagapalli*): I do not mind if you modify it.

MR. K. V. NATESA AIYAR (*Chief Engineer*): The member has not quoted instances. I can remember some roads. There has been some delay in land acquisition in those cases. Where the allotments cannot be spent, they are diverted to other budgeted works which have made better progress and this diversion is quite justified and legitimately exercised under the rules.

MR. A. K. PILLAI (*Karunagapalli*): May I know the exact state of Sastankotta-Padanayarkulangara road?

MR. K. V. NATESA AIYAR (*Chief Engineer*): If the member refers to the Sastankotta-Karunagapalli road, it has been completed.

MR. A. K. PILLAI (*Karunagapalli*): There is no construction proceeding at all.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Because the work has been completed.

MR. A. K. PILLAI (*Karunagapalli*): The road is only half completed and a part of it is left almost in its original, native condition.

MR. K. V. NATESA AIYAR (*Chief Engineer*): I do not know what the member means by saying that it is half completed. As far as I am aware, the road is fit for cart traffic and we have also provided a junghar at the stream crossing. Accordingly, no provision has been made in the next year's budget. The grants are not generally diverted unless it is found impossible to spend it on the road itself and the diversion is quite within the powers of the Chief Engineer and the Government as far as the rules stand at present.

MR. A. K. PILLAI (*Karunagapalli*): May I know the condition of the Ayiramtengu-Oachira road?

MR. K. V. NATESA AIYAR (*Chief Engineer*): It is being delayed owing to land acquisition.

MR. A. K. PILLAI (*Karunagapalli*): No, Sir. I have personal information to the effect that the money has been diverted to some other work. I was speaking of three roads of which he has nothing to say. I have been there and my best information is that these roads are not taken up.

MR. K. V. NATESA AIYAR (*Chief Engineer*): As regards the road from Karunagapalli to Tazhava, an estimate is under preparation and it has been provided for in the budget for 1102. This is not an incomplete work.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): Sir, the state of communications in Travancore is undoubtedly very unsatisfactory. There has been no method, no system and no continuous policy about it. Member after member in this House as well as in the Sri Mulam Popular Assembly has been protesting about the unsatisfactory nature of communications. In the course of the general discussion, I threw out a suggestion that a Road Board on the lines of that which has been recently adopted in Bombay should be formed in Travancore and a comprehensive programme of original and maintenance works should be drawn up and these should be divided into various classes. Those in the first class should be undertaken exclusively by the Government and in the second class, partly by the Government and partly by the people concerned and the relative proportion may be varied as we go on.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Has the Bombay Road Board been found working quite satisfactorily?

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): I know it was only recently introduced in Bombay, but in England it has been working satisfactorily for a long time. Therefore, there is absolutely no reason why it will not work here properly. Here those who cry loudest get their roads, and roads in absolutely neglected areas for which the people have been crying for years are neglected year after year and there has been no remedy. So if an impartial competent body could be appointed to go into the

[Mr. K. C. Mammen Mappillai.]

whole question and to draw up a programme, and if that is sanctioned by Government, I think there will be a great diminution in the volume of discontent about communications. That is a general suggestion to which I drew attention in the course of the general discussion of the budget. With regard to the particular aspect of it, I think the Main Central Road from the southern extremity to the northern extremity of the State should be bridged and I think there is only one bridge that remains to be completed, i. e., the Alwaye bridge. There has been a persistent demand for the completion of that bridge. Though we have been told that some measures would soon be taken in that matter, so far there has been no real move in that direction. I hope the Chief Engineer and the Government will consider seriously the desirability of taking up and completing that work as early as possible.

Then I want to draw the attention of the Government to the unsatisfactory way in which the ryots' roads are dealt with by the department. No doubt there have been technical difficulties all of which cannot be brushed aside. But the rules require radical alteration, so that people may have every inducement to go in for these ryots' roads, because that considerably minimises the expenditure of the Government, and the people themselves who are in need of such roads will take them up actively if they are supported by the Government. The maintenance grant now allotted by the department for several of these ryots' roads is only Rs. 50 per mile whereas the lowest amount that is given for departmental roads is Rs. 200 or so. I think at least the minimum of Rs. 200 should be provided for these ryots' roads. For the first two or three years, the minimum amount of Rs. 200 may be provided and it may be possible for the Road Board to bring them into some kind of satisfactory condition.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): Sir, may I draw the attention of the member to time? He began at six minutes to one, and now it is one.

DEPUTY PRESIDENT: No, no; he did not begin at six minutes to one.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): I am very thankful to Mr. Nilakanta Pillai for having reminded me of the time, though the Deputy President allowed me to proceed. However, I will take the hint and stop here.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ഗതാഗതസൗകര്യമാണു രാജ്യക്ഷേമത്തിന് ഏറ്റവും അത്യാവശ്യമായിട്ടുള്ളത്. ഈ വിഷയത്തിൽ ഈ രാജ്യത്തെ ചില ഭാഗങ്ങൾ വളരെ പിന്നോക്കം നിൽക്കയാണു ചെയ്യുന്നത്. റോഡുകളുടെകയ്യാത്തിൽ ഉത്തരത്തിരുവിതാംകൂർ വളരെ പിന്നോക്കം തന്നെ.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): മലൂതിരുവിതാംകൂറിൽ ഗതാഗതസൗകര്യം ധാരാളം ഉണ്ടോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): മലൂതിരുവിതാംകൂറിൽ ഉത്തരതിരുവിതാംകൂറിലേക്കാൾ സൗകര്യമുണ്ട്. ഈ രാജ്യത്തു പല ഭാഗങ്ങളിലും ഞാൻ സഞ്ചരിച്ചിട്ടുണ്ട്. ഗതാഗതത്തിനു കൂടുതൽ അസൗകര്യമുള്ളത് ഉത്തരതിരുവിതാംകൂറിലാണ്. വടക്കൻ തിരുവിതാംകൂറിൽ ജലമാർഗ്ഗമായ ഗതാഗതസൗകര്യം ഇല്ല. കരമാർഗ്ഗമായ ഗതാഗതത്തിനുവേണ്ട റോഡുകളുമില്ല.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): മലൂതിരുവിതാംകൂറിൽ എത്ര മൈൽ റോഡുകൾ ഉണ്ടെന്നുള്ള കണക്കു പറയാമോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ഏതു താലൂക്കിലെ കണക്കാണ് പറയേണ്ടത്? എല്ലാം പറയാൻ സമയമില്ല. തിരുവല്ലാത്താലൂക്കിൽ ഒട്ടുവളരെ റോഡുകൾ ഉണ്ട്. ൨൦൦ മൈലിലധികം റോഡുണ്ട്.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): മി. കുഞ്ഞിത്തൊമ്മന്റെ സഹായംകൊണ്ട് എത്ര റോഡുകൾ കുന്നത്തുനാട്ടിൽ ഉണ്ടായിട്ടുണ്ട്?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): കുന്നത്തുനാട് എന്റെ നിയോജകമണ്ഡലത്തിന്റെ അയൽ താലൂക്കാണ്. അവിടെയും അധികം റോഡുകളില്ല. എന്റെ നിയോജകമണ്ഡലം മുവാറ്റുപുഴ, തൊടുപുഴ ഈ താലൂക്കുകളാണ്.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): ഉദ്ദേശം എത്രമൈൽ റോഡുണ്ടെന്ന് പറയാമോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ഉദ്ദേശമായിട്ട് പറയുന്നതുകൊണ്ട് പ്രയോജനമില്ലല്ലോ. തീർന്നും തീരാത്തതുമായിട്ട് കുറെ റോഡുകൾ ഉണ്ട്.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): ഉള്ളടത്തോളംകൊണ്ട് തൃപ്തിപ്പെട്ടുകൊള്ളണം.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): അതുകൊണ്ട് തൃപ്തിപ്പെടാൻ നിവൃത്തിയില്ല. ഇനിയും വളരെ ആവശ്യമുണ്ട്.

MR. C. P. THOMAS (*Nominated*): തിരുവല്ലായിൽ കടിവക റോഡുകൾ തുറക്കുന്നതിനുമുമ്പ് എത്ര റോഡുകൾ ഉണ്ടായിരുന്നു?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): തിരുവല്ലാത്താലൂക്കിലേക്കു വിദ്യാഭ്യാസത്തിനു ചിലവാക്കിട്ടുള്ളതുപോലെ

[Mr. Tariatu Kunjitomman.]

വടക്കൻ തിരുവിതാംകൂറിലേക്കും ചിലവാക്കിയിരുന്നാൽ ഞങ്ങളും ധാരാളം റോഡുകൾ വെട്ടി മറ്റു താലൂക്കുകളുമായി കിടപിടിച്ചുനില്ക്കുമായിരുന്നു. വിദ്യാഭ്യാസത്തിൽ പിന്നോക്കം നില്ക്കുന്നവർക്ക് ഇമ്മാതിരി കാര്യങ്ങളിൽ പ്രവർത്തിക്കുവാൻ വിഷമം.

MR. C. P. THOMAS (*Nominated*) : ഉദ്ദേശമായിട്ടു തിരുവല്ലത്താലുക്കിലേയും കുന്നത്തുനാട്ടുതാലൂക്കിലേയും ജനസംഖ്യയുടെ കണക്ക് ഒരു പരയാമോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*) : കുന്നത്തുനാട്ടുതാലൂക്ക് എന്റെ അയൽ താലൂക്കാണ്. ഞാൻ അതിന്റെ പ്രാതിനിധ്യമല്ല വഹിക്കുന്നത്. സംസ്ഥാനത്തെ ജനസംഖ്യയിൽ അഞ്ചാമത്തേതാണ് മുവാറ്റുപുഴതാലൂക്ക്. അഗസ്റ്റിശുപരംകുറിഞ്ഞാൽ പിന്നെ അധികം ഭൂമികളുള്ള താലൂക്കും മുവാറ്റുപുഴയാണ്.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*) : വലിപ്പംകൊണ്ടും മറ്റും പ്രാധാന്യമുള്ള താലൂക്ക്—

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*) : വലിപ്പംകൊണ്ടും മറ്റും പ്രാധാന്യം മുവാറ്റുപുഴ താലൂക്കിനും ഉണ്ട്. ഇങ്ങനെയുള്ള ചോദ്യങ്ങളെല്ലാം ഒടുവിൽ ചോദിച്ചാൽ കൊള്ളാം. എനിക്കു സംസാരിക്കുവാൻ സമയം ഇല്ലാതെപോകും.

ഞങ്ങൾ രാജ്യത്തിന്റെ ഏറ്റവും ഉൾഭാഗത്തു താമസിക്കുന്നവരാണ്. മുവാറ്റുപുഴ താലൂക്കു സമുദ്രതീരത്തുനിന്നും വളരെ അകലെ കിടക്കുന്ന ഒരു താലൂക്കാണ്. തെക്കോട്ടു ചെല്ലുന്തോറും രാജ്യത്തിന് വളരെ വീതികുറഞ്ഞുവരുന്നു. അവിടെ റോഡുകൾ ധാരാളമുണ്ട്. മദ്ധ്യതിരുവിതാംകൂറിലുള്ളവർക്ക് ജലമാർഗ്ഗമായ യാത്രാസൗകര്യം ധാരാളം ഉണ്ട്. റോഡുകളും കുറവല്ല. എന്നാൽ ആ സ്ഥലങ്ങളിലെ സൗകര്യത്തിൽ എനിക്കു സന്തോഷമേയുള്ളൂ.

തെക്കൻ തിരുവിതാംകൂറിൽ നല്ല റോഡുള്ളതിനാൽ അടിക്കടി ബസ്സു ഓടിക്കൊണ്ടിരിക്കുന്നു. ഞങ്ങളുടെ സ്ഥിതി അങ്ങനെയല്ല. ഭൂമി വളരെ നിമ്നോന്നതമായി കിടക്കുകയാണ്. റോഡുകളും കുറവ്. അതുകൊണ്ടു യാത്രാസൗകര്യം വളരെ കുറവാണ്. ഗവർണ്മെന്റിന്റെ ശ്രദ്ധ തീരെ പതിഞ്ഞിരുന്നില്ല. ഇപ്പോഴത്തെ ചീഫ് ഇഞ്ചിനീയർ വടക്കൻ തിരുവിതാംകൂറിലെ സ്ഥലങ്ങളെല്ലാം സഞ്ചരിച്ചു കണ്ടിട്ടുണ്ട്. പല റോഡുകൾക്കും പണം ബഡ്ജറ്റിൽ കൊള്ളിച്ചിട്ടും ഉണ്ട്. പക്ഷെ ഇനിയും പല റോഡുകളും പാലങ്ങളും ആവശ്യമാണ്. കഴിഞ്ഞുകൊല്ലത്തിൽ

തന്നെ പുത്തനായി വെട്ടുന്നതിനു ബഡ്ജറ്റിൽ കൊള്ളിച്ചിരുന്ന റോഡുകൾ പലതും തുടങ്ങിയിട്ടില്ല. എന്നാൽ ഇക്കാര്യത്തിലും ചിലതെല്ലാം ബഡ്ജറ്റിൽ ചേർത്തിട്ടുണ്ട്. എന്നാൽ ആവശ്യമുള്ളിടത്തോളം ആയിട്ടില്ല.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): Sir, may I know if the President has got any discretion to give a member more time than what he is entitled to under the rules?

DEPUTY PRESIDENT: I think I have.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): May I know under what rule?

DEPUTY PRESIDENT: The President cannot be interpellated on the matter?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ൧,൪൨,൦൦൦ രൂപയാണ് പുതിയ റോഡുകൾക്കുവേണ്ടി റൺ വഷത്തേയ്ക്കു ബഡ്ജറ്റിൽ ചേർത്തിട്ടുള്ളത്. എന്നാൽ ആലുവാ ഡിവിഷനിലേക്ക് ഇതിൽ ചുരുക്കം കുറവായ ഒരു സംഖ്യയേ ഉള്ളൂ. അതായത് ൩൪,൦൦൦ രൂപ. അതിൽ ൨൨,൦൦൦ രൂപ ദേവികളത്തേക്കു പോയി. ബാക്കി ൧൨,൦൦൦ രൂപ മാത്രമാണ് ഗതാഗതസൗകര്യത്തിനുവേണ്ടി വടക്കൻ തിരുവിതാംകൂറിലേക്കുള്ളത്. കൊല്ലം ഡിവിഷനിലേക്കു ൪൩,൯൦൦ രൂപയും തിരുവനന്തപുരം ഡിവിഷനിലേക്കു ൪൦,൮൩൦ രൂപയും, പുതിയ റോഡുകൾക്കായി നീക്കിവച്ചിട്ടുണ്ട്. റൺ രണ്ടു ഡിവിഷനും ആലുവാ ഡിവിഷനെക്കാൾ ഗതാഗതസൗകര്യമുള്ളതാണ്. ആ സ്ഥിതിക്കു ദേവികളും ഒഴിച്ചുള്ള ഉത്തര തിരുവിതാംകൂറിലേക്കു ൧൨,൫൦൦ രൂപ മാത്രം അനുവദിച്ചിരിക്കുന്നത് എത്രയോ കഷ്ടമായ ഒരു സംഗതിയാണ്.

വടക്കു മെയിൻ സെൻട്രൽ റോഡുമുഴുവനും ചെളിയാ വിരിക്കുകയാണ്. വടക്കൻ തിരുവിതാംകൂറിൽ നിന്നും ഞങ്ങൾക്ക് ഇവിടെ എത്തുന്നതിനു തന്നെ മദ്രാസിൽ എത്തുന്നതിനെക്കാൾ അധികം ബുദ്ധിമുട്ടും പണചിലവും ഉണ്ട്. മൂവാറ്റുപുഴ, തൊടുപുഴ, കുന്നത്തുനാടു മുതലായ പ്രദേശങ്ങൾക്കു ഗതാഗതസൗകര്യത്തിനുവേണ്ടി ചിലവുചെയ്യാൻ ഗവർണ്മെൻറിനുവളരെ ബുദ്ധിമുട്ടുണ്ടാകുമെന്നു തോന്നുന്നില്ല. തരിശു ഭൂമികൾ പതിച്ചു കൊടുത്ത ഇനങ്ങളിലെ തടിവില, തറവില മുതലായ ഇനങ്ങളിലുമായി പത്തൊമ്പതുണ്ടോലക്ഷം രൂപ കഴിഞ്ഞ ൧൫ വർഷങ്ങൾക്കുള്ളിൽ അതാലുക്കുകളിൽ നിന്നും ഇടായിരിക്കും. ആ സ്ഥലങ്ങളിൽ ഗതാഗതത്തിനു സൗകര്യമുണ്ടാക്കി കൊടുക്കേണ്ടതു ഗവർണ്മെൻറിന്റെ ഒഴിച്ചുകൂടാത്ത കടമയാണ്. ഇപ്പോൾ ബഡ്ജറ്റിൽ കൊള്ളിച്ചിട്ടില്ലെങ്കിലും സപ്ലി മെൻറി ഗ്രാൻറായിട്ടോ മറ്റെന്തെങ്കിലും വരുമാനകൂടുതൽ തുക ഉത്തര തിരുവിതാംകൂറിലെ ഗതാഗതസൗകര്യത്തിനു ഉപയോഗപ്പെടുത്തണം.

MR. G. PARAMESVARAN PILLAI (*Neyyattinkara*): തിരുവനന്തപുരം ഡിവിഷനിലേക്കു ര 0,000 രൂപാ അനുവദിച്ചിട്ടുണ്ടെന്നു പറഞ്ഞതിൽ അധികം ഭാഗവും പട്ടയറോഡുകൾ പുതുതായി ഗ്രാവൽ ചെയ്യുന്നതിന്നും മെറൽ ചെയ്യുന്നതിന്നുമാണെന്നു ബഡ്ജറ്റുകൊണ്ടു കാണുന്നില്ലേ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): തിരുവനന്തപുരം ഡിവിഷനിലെ പുതിയ റോഡുവേലകൾക്കായിട്ടാണ് ര 0,000 രൂപാ ബഡ്ജറ്റിൽ കാണുന്നത്.

MR. G. PARAMESVARAN PILLAI (*Neyyattinkara*): ആ വേലകളുടെ സ്വഭാവം എന്താണ്?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ആലുവായിൽ അനുവദിച്ചിട്ടുള്ളതു പോലെതന്നെ.

MR. G. PARAMESVARAN PILLAI (*Neyyattinkara*): തിരുവനന്തപുരത്തെ കായ്കമാണു ചോദിച്ചത്.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): അതാണ് ഞാൻ പറഞ്ഞത്.

MR. G. PARAMESVARAN PILLAI (*Neyyattinkara*): പുതിയ റോഡുകൾ തുറക്കാനോ, ഇപ്പോൾ ഉള്ള റോഡുകളെ ഗ്രാവൽ ചെയ്യാനോ എന്നാണ് ചോദിക്കുന്നത്. അതു വിവരിച്ചു പറഞ്ഞിട്ടില്ലേ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): അതെല്ലാം വിവരിച്ചു പറഞ്ഞിട്ടുണ്ട് (ചിരി). അങ്ങനെയുള്ള വിവരണങ്ങളോടുകൂടി ആലുവ സബ് ഡിവിഷനിലേക്കു ൧൨,൦൦൦ രൂപാ മാത്രമേ അനുവദിച്ചിട്ടുള്ളൂ. ഇവിടെ ര 0,000 ത്തിലധികം രൂപയുമാണ്.

MR. C. P. THOMAS (*Nominated*): തിരുവല്ലയിൽ വിദ്യാഭ്യാസത്തിനു ധനമുപേക്ഷിച്ചു ചിലവുചെയ്തതു കൊണ്ടാണ് റോഡു തിരുവല്ലയിൽ വെച്ചിട്ടുള്ളതെന്നു പറഞ്ഞല്ലോ. മുവാറ്റുപുഴ താലൂക്കിലേക്കു ചിലവു ചെയ്തതിലധികം തിരുവല്ല താലൂക്കിൽ വിദ്യാഭ്യാസത്തിനു വേണ്ടി ചിലവു ചെയ്തിട്ടുണ്ടോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): തിരുവല്ലയെ അപേക്ഷിച്ചു മുവാറ്റുപുഴയ്ക്കു ചിലവു ചെയ്തിട്ടുള്ളതു വളരെ കുറവാണ്. എന്റെ ബാല്യകാലത്തു ഇംഗ്ലീഷ് വിദ്യാഭ്യാസത്തിനു ര ൫ മൈൽ ദൂരമുള്ള കോട്ടയത്തോ എറണാകുളത്തോ പോകേണ്ടിയിരുന്നു. ഇപ്പോൾ അവിടെ സ്കൂൾ സ്ഥാപിച്ചിട്ടുണ്ട്.

MR. C. P. THOMAS (*Nominated*): ഗവർണ്മെൻറു പണം ചിലവു ചെയ്യുന്നതിനും ജനങ്ങൾ പണം ചിലവു ചെയ്യുന്നതിനും വ്യത്യാസമുണ്ടോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): വളരെ വ്യത്യാസം ഉണ്ട്. ഗവർണ്മെൻറു ഞങ്ങളുടെ ഇംഗ്ലീഷ് വിദ്യാഭ്യാസത്തിനായി ഒന്നുതന്നെ ചിലവു ചെയ്തിരുന്നില്ല. തിരുവല്ലയിലും മറ്റും അങ്ങിനെയല്ല. ധാരാളം പണം ചിലവു ചെയ്തിട്ടുണ്ട്.

MR. C. P. TARAKAN (*Kunnathur*): വർത്തമാനപത്രം റെഗുലേഷനെ സംബന്ധിച്ചു ഗവർണ്മെൻറും അതിനെ സംബന്ധിച്ചു ഞാൻ ഹാജരാക്കിയിട്ടുള്ള പ്രമേയത്തെക്കുറിച്ചു ലാമെമ്പരം സ്വീകരിച്ചു നയത്തെക്കുറിച്ച് എനിക്കു കഠിനമായ വെറുപ്പ് ഉണ്ടായിരുന്നാലും അതനുസരിച്ച് ഈ സഭയോടോ ഗവർണ്മെൻറിനോടോ നിസ്സഹകരണനയം സ്വീകരിക്കേണ്ട ആവശ്യമില്ല എന്നു എനിക്കു ബോധ്യപ്പെട്ടതുകൊണ്ടും എന്റെ നിയോജകമണ്ഡലത്തിലെ ജനങ്ങൾക്കുള്ള സങ്കടത്തെ ഈ അവസരത്തിൽ അറിയിക്കാതിരിക്കുന്നതു അവരോടു ഒരു വഞ്ചനയായിരിക്കുമെന്നുള്ള വിശ്വാസത്താലും ഈ പ്രമേയത്തെപ്പറ്റി രണ്ടുവാക്കു പറഞ്ഞുകൊള്ളുന്നു. വടക്കൻ തിരുവിതാംകൂറിലെ ഗതാഗതസൗകര്യവിഷയത്തിൽ ഉണ്ടായിട്ടുള്ള അസൗകര്യത്തെ സംബന്ധിച്ചു പല തവണയും പ്രജാസഭയിലും നിയമസഭയിലും പ്രസ്ഥാവിച്ചിട്ടുണ്ട്. അതിനെ സംബന്ധിച്ചു വീണ്ടും എടുത്തു പറയേണ്ടതായ ആവശ്യമില്ല. മി: സ്പീക്കർ ചീഫ് ഇഞ്ചിനീയർ ആയതിനുശേഷം വടക്കൻ തിരുവിതാംകൂറിലെ ജനങ്ങളുടെ ആവചാരിയെ ഗവർണ്മെൻറു പരിഹരിക്കേണ്ടതാണ് എന്നുള്ള ബോധം ഗവർണ്മെൻറിനും ചീഫ് ഇഞ്ചിനീയർക്കും ഉണ്ടാകുകയും അതിന്റെ പരിഹാരത്തിനായി ശക്തിപോലെ ശ്രമിക്കുകയും ചെയ്തുവരുന്നുണ്ട് എന്നുള്ളതു സമ്മതിക്കാതെ തരമില്ല. അതിലേക്കു ഗവർണ്മെൻറിനോടും അദ്ദേഹത്തോടും നന്ദി പറഞ്ഞുകൊള്ളുന്നു. എന്നാൽ ഇനിയും അത്യാവശ്യങ്ങളായി പല സംഗതികളും ചെയ്യേണ്ടതുണ്ട്. മിസ്റ്റർ മാമ്മൻമാപ്പിള പറഞ്ഞതുപോലെ ആലുവാ പാലം വളരെക്കാലമായി ജനങ്ങൾ ആവശ്യപ്പെട്ടിട്ടുള്ളതാണ്. കഴിഞ്ഞ ബഡ്ജറ്റുസമ്മേളനാവസരത്തിൽ ഞാൻ ഇൻറർപ്രെഷനിൽ ഗവർണ്മെൻറിനോടു ചോദിച്ചു നമയം അതിനെ സംബന്ധിച്ചു എസ്റ്റിമേറ്റു ചീഫ് ഇഞ്ചിനീയർ പരിശോധിച്ചുവരികയാണ് എന്നുള്ള മറുപടിയാണ് പറഞ്ഞിട്ടുള്ളത്. ഇപ്പോഴും പരിശോധന തീർന്നിട്ടില്ലാത്തതിനാലും പാലത്തെ സംബന്ധിച്ചു ബഡ്ജറ്റിൽ യാതൊരു സംഖ്യയും അനുവദിച്ചിട്ടില്ല

എന്നു കാണുന്നതു വളരെ ശോചനീയമായ ഒരു സംഗതിയാണ്. ഈ വർഷത്തിലെങ്കിലും അതിൽ ഉത്സാഹപരവും പ്രയത്നിക്കണമെന്ന് അപേക്ഷിച്ചുകൊള്ളുന്നു.

ഇനി മെയിൻ സെൻട്രൽ റോഡിനെപ്പറ്റിയാണ് പറയാനുള്ളത്. കോട്ടയംമുതൽ വടക്കോട്ടുള്ള മെയിൻ സെൻട്രൽ റോഡും തെക്കോട്ടുള്ള മെയിൻസെൻട്രൽ റോഡും തമ്മിൽ വളരെ വ്യത്യാസമുണ്ട്. വിശേഷിച്ചും ഇപ്പോൾ അഞ്ചൽക്കാർ ഈവഴി ഓടിക്കുന്നതുകൊണ്ട് ഈ റോഡ് നന്നാക്കാതിരിക്കുന്നതുനിമിത്തം വളരെ ബുദ്ധിമുട്ടുണ്ടാകുന്നുണ്ട്. മുൻപ് അഞ്ചൽ ഓട്ടക്കാർ അഞ്ചൽ ഉരുപ്പടികൾ കൊണ്ടുവന്നിരുന്ന സമയത്തു കോട്ടയത്തുനിന്നും പിറൈദിവസമെങ്കിലും എഴുത്തുകൾത്തുലവ മുതലായപ്രദേശങ്ങളിൽ കിട്ടിക്കൊണ്ടിരുന്നു. എന്നാൽ ഇപ്പോൾ റോഡിന്റെ കഷ്ടതകൊണ്ടോ മോട്ടാറിന്റെ ദുഷ്ടം കൊണ്ടോപിറൈദിവസമെന്നുള്ളതിനുപകരം ചിലപ്പോൾ രണ്ടും മൂന്നും ദിവസംകഴിഞ്ഞാണ് അഞ്ചൽ കിട്ടിവരുന്നത്. അഞ്ചൽക്കാരോടു ചോദിച്ചാൽ റോഡിന്റെ ദുഷ്ടമെന്നാണ് പറയുന്നത്. ഏതായാലും ഈവിധം പരാതി ഉണ്ടാകാതിരിക്കത്തക്കവണ്ണം റോഡു നന്നാക്കി ഇടേണ്ടത് അത്യാവശ്യമാണ്. മൂവാറ്റുപുഴക്കും കോട്ടയത്തിനും മദ്ധ്യേയുള്ള ഭാഗത്തെക്കല്ലാതെ വേറെ എവിടെയെങ്കിലും മെറൽ ചെയ്യാതിരുന്നിട്ടുണ്ടോ എന്ന് എനിക്കു സംശയമാണ്. അതിനെ ശരിപ്പെടുത്തി കണ്ടും കുഴിയുമായി റോഡിനെ കൃഷി ചെയ്യുന്നസ്ഥലപോല ആക്കി ഇടാതെ വണ്ടിയ്ക്കു പോകത്തക്കവിധത്തിൽ ആക്കിത്തീർക്കണമെന്നു പ്രത്യേകം അപേക്ഷിച്ചുകൊള്ളുന്നു.

MR. C. P. THOMAS (Nominated): Sir, I wish to speak a few words about the ryots' roads. Last year, at the time of the budget discussion, there was a complaint about the present rules relating to Ryots' Roads and the Chief Engineer promised to revise the rules. Although it is one year since, we have not seen the revised rules. I hope the revised rules are with the Government with the Chief Engineer's remarks and I hope that, as soon as possible, the revised rules will be published and acted upon.

With regard to the maintenance of ryots' roads, I have to say that the amount provided for maintenance is not at all in proportion to the amount given for the regular roads. I must therefore ask that a more liberal grant to the extent of Rs. 200 or Rs. 150 per mile should be provided for the maintenance of ryots' roads.

MR. A. J. JOHN (Vaikam): Sir, it is an admitted fact that till recently the Government were not giving due attention to the improvement of means of communication in North Travancore. In the Administration Reports for 1099 and 1100, the Government stated that

greater attention was devoted to the improvement of communications in North and Central Travancore. Though the Government make such declarations in the reports, the people do not get the benefit because the department does not pay as much attention as is necessary. In 1099, a sum of about Rs. 1 lakh was sanctioned for new roads in Alwaye and Kottayam Divisions but half the amount was spent for roads at Devicolam. In 1100 the total amount spent for roads including works and repairs was Rs. 14,21,951 and the amount spent for the Alwaye Division was only Rs. 2,38,060. Of this, the High Range Sub-Division swallowed the major portion (Rs. 1,23,092).

So only a small balance was left for the other two sub-divisions in Alwaye Division. The balance after meeting the demands of the High Range was distributed to the other taluks and even in this distribution, the taluk of Vaikam did not get a proportionate share. The total amount spent for roads at Vaikam was only Rs. 6,646. Item number 397 of the P. W. D. Administration Report says that an amount of Rs. 114 was spent in 1100 for opening a cart road from Talayolaparambu to Kuttattukulam; then another item, No. 444, says that a sum of Rs. 1,508 was spent for opening a cart road from Talayolaparambu to Kuttattukulam. I am not in a position to say which is the amount actually spent for this road. Then in item 429 it is stated that an amount of Rs. 1,552 was spent for a road from Vadayar Chantapalam to Mulakulam. The Vadayar Chantapalam is very near to my house and I would invite the Chief Engineer to pay a local visit to that Vadayar Chantapalam and see whether there is any such road and whether any amount was spent in 1100. From these, it could be seen that the people of Vaikam were not benefited even by this insignificant amount. For the coming year, the total amount allotted for original works is about Rs 7½ lakhs and the total amount for Vaikam is only Rs. 18,730. Thus it could be seen that the department does not pay any attention to the needs of the Vaikam taluk in spite of repeated representations in the Sri Mulam Popular Assembly and in this House. The Chief Engineer, I think, will admit that there is urgent necessity at Vaikam for opening some new roads, for improving some existing roads and for opening some drainage canals. In such circumstances, I cannot understand why the department is so very particular in not doing anything for Vaikam.

For the last ten years, I do not think that any new work was sanctioned for Vaikam. I would therefore request the Government to treat Vaikam with some consideration, at least in future.

MR. K. K. THOMAS (Kottayam): Sir, as one interested in the development of communications in Travancore, I should also like to add a few words to the remarks that have already been made in this Council. In the past few years, it has been time and again brought to the notice of the House and ever since the inception of the Popular Assembly and the Legislative Council, this point has been urged before the Government. There has been considerable development in the means of communications in Central and North Travancore--

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): What is the southern limit of North Travancore?

MR. K. K. THOMAS (*Kottayam*): Kottayam.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Does it extend up to Lapalam?

MR. K. K. THOMAS (*Kottayam*): Yes. In the interior and the eastern portions of northern taluks the difficulties of communications have been keenly felt. The ryots especially find it very difficult to cut roads and the difficulties of taking over these roads have been recognised by the Government and a set of Ryots' Roads Rules was framed. It was urged last year that those rules must be revised. Now I understand that the draft rules are ready and though these have not been presented to the public I think the rules will contain provision to ease the situation. I hope that ryots' roads will be taken up more and more for maintenance by the department. There has been some discussion between my friend Mr. C. P. Thomas and Mr. Kunjitomman as to the amount of money spent by the Sirkar both on public works and education. I do not know if it is due to the Sirkar that people have been constructing the ryots' roads in Tiruvalla and other taluks. If the people want to develop their lands, there must be co-operation among themselves; and for this purpose they have been given the Ryots' Roads Rules to induce them to cut these roads. So I think any reference to educational advancement or encouragement given by the Government is out of place in a discussion of means of communication in North and South Travancore. The allotment set apart this year for the maintenance of ryots' roads appears to be very meagre considering the number of miles to be taken up. I would urge on the attention of this House that a much bigger sum than Rs. 10,000 should be allotted for this purpose.

MR. K. V. NATESA AIYAR (*Chief Engineer*): May I know wherefrom he got that provision? The maintenance for roads is included in the provision for maintenance of unmetalled roads under maintenance works. It is not separately given.

MR. K. K. THOMAS (*Kottayam*): Is there provision for taking up new roads?

MR. K. V. NATESA AIYAR (*Chief Engineer*): It has already been provided.

MR. K. K. THOMAS (*Kottayam*): Has he provided for the taking up of new roads for maintenance?

MR. K. V. NATESA AIYAR (*Chief Engineer*): Ample provision is made for the taking over of the ryots' roads.

MR. K. K. THOMAS (*Kottayam*): On the assurance of the Chief Engineer, I do not press the matter that has just been brought forward.

MR. T. J. MATTHEW (*Changanachery cum Peermade*): I support Mr. A. K. Pillai. In the matter of communications, the Government have been following a policy of drift. I pointed out that provision for communications has been very inadequate. I think it was more or less

admitted by the Chief Engineer. Another complaint with regard to this is, as pointed out by Mr. A. K. Pillai, the diversion of funds from one item to another. That has been a source of very great grievance. It is after waste of a large amount of time and some money and moving about from place to place that the people obtain the sanction of the Government for the construction of a road or a bridge at a place where it is absolutely necessary. It has chiefly to be remembered that such sanction is given by the head of the administration who personally inspects the locality. If the funds sanctioned for that item of work is diverted for one year or two years, the calamitous condition is that the next incumbent who has not himself inspected the locality and is not impressed therefore with the necessity may not again sanction the work. Therefore the result is that having cried over the matter for a number of years and finally obtained the sanction of the Government, the work is somehow not completed or even taken up. Therefore the complaint put forward by Mr. A. K. Pillai is a very reasonable one.

Another defect in the department with regard to communications which I wish to point out is the way in which the maintenance work is carried on. When a certain person in charge of a Section or a Sub-division takes up a road for improving its condition, it so happens that he is transferred. Then also the same difficulty arises. Another difficulty arises from the delay which is occasioned by the department in undertaking repairing work. I have seen several roads that have been properly maintained for some time but neglected subsequently and is rendered unfit for traffic. Again there are certain roads that have been taken up for improvement; large amounts of money have been spent upon the roads, but the roads are still in an imperfect condition and the department leaves them as they are without improving them further. Thus the amounts that have been spent upon the roads have been wasted. The money has been of no good to the public because the improvements have not been completed though a lot of money has been spent upon the road. This is all a waste. As an instance I would refer to the Lalam-Punjar road which though it was commenced to be improved in the current year was all on a sudden thrown into the old condition and the amount so far spent has been really a waste. The road is left in the same condition. Big boulders are in the middle of the road and trees that have been felled are in a portion of the road and the obstruction so caused makes it difficult for traffic to pass along. If the department has not been spending anything at all for the improvement of the road, then surely so much money would have been a gain to the Government. Therefore I condemn the practice of the department in the matter of maintenance of roads and support Mr. A. K. Pillai in his views.

MR. K. I. JOSEPH (*Minachil cum Devicolam*): Sir, I find that several members have been advocating the cause of their own constituencies and so I am also prompted to speak a word in this connection on behalf of my constituency; and since the ruling as regards reference to the Newspapers Regulation has not prevented either Mr. A. K. Pillai or myself from making

[Mr. K. I. Joseph.]

reasonable observations on the subject at the general discussion stage, I do not find any circumstance whatever inducing me not to express my views on the matter. The policy of the department regarding means of communication in the interior parts of the country has been the least satisfactory to the people.

People are everywhere clamouring for new roads. But very often it takes a number of years for grievances of the people being considered by the Government and redressed. Even after sanction is accorded it takes a good number of years to start work and much more to complete the same. Very often it takes more than a generation to see the work completed. So far as the maintenance of the roads is concerned, it is now very much neglected. Mr. Matthew has been good enough to refer to the Lalam-Punjar road. I may also mention the name of Erattupetta-Arakulam road.

As a result of the difficulty experienced by the people in getting roads constructed by the Government, people themselves take up the work, but even there the Government do not help them properly in maintaining them.

Considering the complaints made by the people in this matter and considering the partiality that is shown to South Travancore, I have one suggestion to make. Taluk Boards might be established in every taluk and the construction and maintenance of roads, culverts and ordinary bridges may be entrusted to them. In that case, I think the work will progress much better.

DEPUTY PRESIDENT : Do you think that Taluk Boards should be created ?

MR. K. I. JOSEPH (*Minachil cum Devicolum*) : That is my suggestion. I am suggesting the establishment of Taluk Boards and entrusting them with a fair percentage of land revenue of each taluk to be devoted to the means of communication in the taluks. Work will then progress more satisfactorily and there will not be much room for complaints. I invite the attention of the Government to this suggestion, especially to the setting apart of a fair percentage of the revenue of each taluk for means of communication in that taluk. This amount should be entrusted with the taluk boards and I hope the Chief Engineer will recommend such a suggestion.

DEPUTY PRESIDENT : Does that involve taxation ?

MR. K. I. JOSEPH (*Minachil cum Devicolum*) : There is no question of additional taxation if my suggestion is accepted and Taluk Boards are formed and a fair percentage of the present revenue given to them. These Boards which should consist of officials and non-officials will manage these things much better.

MR. N. V. JOSEPH (*Parur*) : In supporting the motion of Mr. A. K. Pillai and adding my voice to the observations made by the other members regarding the general policy of the department, I may say a word.

I think it is high time to introduce a change in the phraseology when we discuss the needs of Travancore. It is amply proved by the observations made by Mr. Kunjitomman. True, a good sum is allotted to the northern parts, but the sum goes to the eastern hills. I hope that when the Public Works Department begins to distribute the whole amount for communications, they start at Tovala and end at Parur. I may request the department to begin from Parur hereafter.

MR. K. V. NATESA AIYAR (*Chief Engineer*): May I point out to the member that the distribution begins from Parur?

MR. N. V. JOSEPH (*Parur*): I do not hear what the Chief Engineer says.

DEPUTY PRESIDENT: It appears that the distribution is effected first from Parur.

MR. N. V. JOSEPH (*Parur*): That is in the budget.

MR. K. V. NATESA AIYAR (*Chief Engineer*): The distribution follows the arrangement in the budget.

MR. N. V. JOSEPH (*Parur*): My own constituency is Parur. There we have got one canal which generally goes by the name of *Pashnitodu*, which means the "starvation canal". It may interest you to hear why that canal is called the *Pashnitodu*. Its length is only 6 miles and it leads from Varapuzha to Parur. The canal is very silty and ordinarily boats are not able to pass through the canal. They have to be dragged through the canal.

We have been trying year after year to suggest to the authorities concerned to spend some money to deepen the canal. But I do not think that the Public Works Department have spent any money on it. Besides that canal, we have only one road from Parur which is 10 miles in length. During the flood time nearly 7 miles of this road are under water. All these things would have been brought to the notice of the Government had the departmental authorities only cared to come to the north-western parts of Travancore during the monsoon season. In the north-western parts we have got the Alwaye season. Then only do the heads of departments including the Chief Engineer take a fancy to arrange their tour to the northern parts. That is the hot season, and then everything will be all right. But I speak of the winter season. If they make it a principle to go to these parts during the winter season, they can personally feel the difficulties and inconveniences suffered by the people of those parts.

There is one bridge that I have yet to speak of, and that is the Vadakkekara bridge. Vadakkekara is a small *pakuthi*. It is an important one. There are more than one thousand voters in this *pakuthi*. We can therefore more or less realise the importance of that *pakuthi* nearly two miles in length and one mile in breadth. The public offices and educational institutions are on the other side of the river. The construction of a bridge across the river was begun only two or three years back. Before the floods of 1099, the department had posted a few pillars there, and now it forms an obstruction to the boats

[Mr. N. V. Joseph.]

passing through the river. I find that the work of constructing the bridge has not progressed. This year, too, a small sum has been allotted in the budget and when they are going to finish the work, I do not know. There have been many complaints regarding this bridge.

Another point I would speak of in this connection is that there is no Travellers' Bungalow in Parur. Perhaps that may be the reason why Government officers do not stay at Parur to realise personally the difficulties of travelling in that taluk. Firstly, therefore, I urge the Government to construct a Travellers' Bungalow in Parur so that the officers of Government may stay there and personally realise the inconvenience of the people.

Equally important is the question of the construction of the Alwaye bridge. My friend Mr. Tarakan has urged this point several times in this Council. It is possible to connect Travancore even with Shoranur and other places by means of this bridge. The Government have been promising us for many years that they would construct the bridge. But the Chief Engineer has told us that it is not possible to construct the Alwaye bridge now because the department has spent the allotted amount in constructing other bridges. My question is why the choice had not fallen upon the Alwaye bridge. The town of Alwaye is divided by the river and the municipal servants find it very difficult to carry on their work on account of the lack of communication between these two parts of the town.

The District Court and other important Cutcherries of North Travancore are in Parur. I believe people from Muvattupuzha and Todupuzha have to come to Parur. During Edavam, Mithunam, Karkatakam and Chingam, people undergo difficulties in crossing the river and that may be one of the reasons for the arrears in the Parur Court. On several occasions, we have had to adjourn cases due to the absence of clients and witnesses.

DEPUTY PRESIDENT : I think the Chief Engineer has answered all that. Moreover your time is practically up.

MR. N. V. JOSEPH (Parur) : I will finish what I have to say in a few minutes.

One of my friends has just asked me to speak about the Ambalapuzha-Tiruvalla road. (*Laughter.*) In fact, I have no personal experience of that road. Yet I raise my voice in support of that.

MR. T. J. MATTHEW (Changanachery cum Peermade) : May I know whether the member has any objection to that road being constructed?

MR. N. V. JOSEPH (Parur) : I have absolutely no objection to that; but let my friend understand that charity begins at home.

MR. A. K. PILLAI (Karunagapalli) : Two things are clear to me as I heard the large volume of complaints from several of the members of this Council. The first is that the department is not attending to the means of communication satisfactorily and the second is that the most useful work that the Public Works Department could do is to widen

and increase the means of communication in the land. What we want is not railways and big mansion schools, but roads and roads over which people could be allowed to walk.

In the budget we find that out of Rs. 30 lakhs, Rs. 15½ lakhs are allotted for means of communication. But if we examine closely the places where this money is going to be spent, we would find that they would be in Peermade, Trivandrum and some other important and interested towns. But it is in the villages that we badly need the means of communication. Only a few taluks have been represented here and on behalf of those of my friends who are observing the ordinance of self-denial, I may also say that these taluks are no less in need of communications. Shertallai taluk for instance is one of the most ill-attended taluks in the whole of the State.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): I thank Mr. A. K. Pillai for referring to my taluk. But I have another chance of speaking about Shertallai if I will.

MR. A. K. PILLAI (*Karunagapalli*): But I consider that I am not merely a member of a particular taluk. I am virtually a member of the whole State and wherever my voice would count in doing some benefit, I must really exert it.

Shertallai taluk is one of the ill-attended taluks so far as communication is concerned.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): May I know whether the member is referring to the old Shertallai or the new Shertallai?

MR. A. K. PILLAI (*Karunagapalli*): I am referring to the whole of Shertallai, both old and new.

Now the Shertallai town has three miles of roads. But the whole of Shertallai taluk has only 10 miles of roads to boast of. On the other hand, in Trivandrum, there is no house which does not enjoy the benefit of a road. If we go to the interior, there is not even one per cent. of houses which have the benefit of roads. It is this fact that must be noted by the department. I am so sorry that the head of the department, the Chief Engineer, does not take the responsibility for anything that we suggest. He simply says that the Government is responsible for everything and that he just does what he is asked to do. All the same, he is here responsible to this House for the Government. I may also appeal to the Government that they must devote a larger amount of money and greater attention in the matter of communications.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Mr. Mammen Mappillai referred to the establishment of a Board of Communications. I have already referred to it in my reply during the general discussion on the budget. I welcome the suggestion and I hope the Government will consider it.

Some members referred to the construction of a bridge at Alwaye. I have already explained what is being done in the matter. The estimate will be in the hands of the Government very soon and I hope that adequate funds will be allotted for constructing the bridge.

[Mr. K. V. Natesa Aiyar.]

Some members referred to the ryots' roads and the rules relating thereto. I have referred to these also in my reply in the course of the general discussion on the budget. The rules are receiving final consideration. They will be in the hands of the Government very soon and I hope that the revised rules will be brought into operation very soon. As I have already explained, the existing rules have not stood in the way of the Government taking over roads which have been already constructed by the people provided they have surrendered the required width. Many roads are proposed to be taken over next year. Regarding the inadequate provision for maintenance of ryots' roads, the allotments for the maintenance of ryots' roads vary from Rs. 50 per mile to Rs. 150 per mile. As traffic develops on these roads, the maintenance grants will be increased. This policy of increasing the maintenance grants where traffic needs it was being followed steadily during the past three or four years.

I have already explained in my reply during the general discussion on the budget how funds allotted to the department are being distributed to the Divisions. I have already spoken about the amount allotted to the Alwaye Division for the next year as also for the other Divisions. I have nothing more to say on the subject.

MR. A. J. JOHN (*Vaikam*): May I know whether the Chief Engineer thinks that a proportionate amount is allotted for Vaikam?

MR. K. V. NATESA AIYAR (*Chief Engineer*): We cannot allot funds taluk by taluk in a mathematical proportion. Funds are being allotted according to the urgent needs of the several localities and the representations made in the Assembly and the Legislative Council.

MR. A. J. JOHN (*Vaikam*): May I know whether the Chief Engineer thinks that a larger amount is necessary for the taluk of Vaikam?

MR. K. V. NATESA AIYAR (*Chief Engineer*): I am not sure. The people of the taluk must consider their needs and let me know about them. (*Laughter.*)

MR. A. J. JOHN (*Vaikam*): May I know whether the Chief Engineer reads the reports of the Assembly.

MR. K. V. NATESA AIYAR (*Chief Engineer*): I know that members have been asking for more canals there.

MR. A. J. JOHN (*Vaikam*): What is the inference from these representations?

MR. K. V. NATESA AIYAR (*Chief Engineer*): I do not think any representations have been made excepting for the construction of a few drainage canals.

We have also undertaken the construction of a costly road in that taluk, I mean, the road from Talayolaparambu to Kuttattukulam.

MR. A. J. JOHN (*Vaikam*): May I know when sanction was accorded for the construction of the road and when the work was undertaken?

MR. K. V. NATESA AIYAR (*Chief Engineer*): The original estimate was sanctioned a few years ago. A revised estimate has been sanctioned recently, and the work is expected to be completed soon.

MR. A. J. JOHN (*Vaikam*): May I know the date of the commencement and the construction of the road?

MR. K. V. NATESA AIYAR (*Chief Engineer*): I do not remember.

MR. A. J. JOHN (*Vaikam*): May I know whether any new work was sanctioned during the last ten years for Vaikam?

MR. K. V. NATESA AIYAR (*Chief Engineer*): I do not remember exactly what works were sanctioned for Vaikam. I may have to collect information on the point. As I just stated, two or three canals have been sanctioned for Vaikam.

MR. A. J. JOHN (*Vaikam*): May I know from the Chief Engineer whether the deepening of Kaniyan *todu* will serve any useful purpose to the people of Vaikam?

MR. K. V. NATESA AIYAR (*Chief Engineer*): The people of the locality requested the Government to improve the canal. Hence it was that the work was taken up.

MR. A. J. JOHN (*Vaikam*): Is the Chief Engineer aware that the people wanted a real improvement and widening of the canal and not any showy thing there?

MR. K. V. NATESA AIYAR (*Chief Engineer*): The work is being carried out according to a sanctioned estimate, and if the member will suggest what more should be done, the matter will be considered.

MR. A. J. JOHN (*Vaikam*): What was the policy adopted by the department in 1099 and 1100?

DEPUTY PRESIDENT: You are just arguing, Mr. John.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Some of the members referred to the condition of the Main Central Road. The Main Central Road is practically a good road during dry weather. Some portions between Kozhai and Muvattupuzha get bad during the rainy season. A major portion of this section between Kozhai and Muvattupuzha has been metalled and one or two miles alone remain to be metalled. One member doubted whether any portion of the Main Central Road elsewhere was unmetalled. Very many portions in the sections between Kozhai and Chengannur, and between Chengannur and Kottarakara and also between Kottarakara and Trivandrum are still unmetalled. Whatever that may be, every endeavour is being made to improve the section between Kozhai and Muvattupuzha.

MR. A. K. PILLAI (*Karunagapalli*): Does the Chief Engineer know that the road that lies between Quilon and Alleppey is too narrow to allow two motor cars and that there are many accidents recorded during the past few months owing to the lack of space in the road?

MR. K. V. NATESA AIYAR (*Chief Engineer*): I have not heard of any accident.

MR. A. K. PILLAI (*Karunagapalli*): Will the Chief Engineer take it from me that the road is too narrow?

MR. K. V. NATESA AIYAR (*Chief Engineer*): The narrow portion will be steadily improved as traffic develops.

Some members complained that the allotment for the Alwaye Division was mostly spent in the High Ranges. I have got a list of the works provided in the 1102 budget. In the Alwaye Division, under incomplete works, roads, 36 are in the low country and 2 only are in the High Ranges. As regards bridges and culverts, 6 are in the low country and 3 in the High Ranges. With regard to canals, all the 4 works are in the low country. Regarding the new works, there are 5 roads provided in the low country whereas there is only one road provided in the High Ranges. In the low country, there is to be constructed one bridge whereas no allotment is made for any bridge or culvert in the High Ranges. Besides, one canal is also provided for in the low country.

Regarding the Kottayam Division, under 'incomplete works', there is provision for 21 roads, 28 bridges and culverts and 3 canals in the low country, as against only 4 roads in the High Ranges. Under 'new works', there is provision for a road and 7 bridges and culverts in the low country and none at all in the High Ranges.

However, I am certain that the members are aware that the High Ranges too form part of the State and we must develop the means of communication in the High Ranges also in the interests of the State as a whole.

MR. A. J. JOHN (*Vaikam*): What is the population of the High Ranges?

MR. K. V. NATESA AIYAR (*Chief Engineer*): The population will increase as the roads are developed. Mr. Matthew referred to the inadequacy of the provision for the means of communication. The Government have not been in a position to allot more funds for means of communication in the State. The member referred to the Lalam-Punjar road. The work was done without an estimate and so it had to be suspended. The estimate is just in my hands and I will arrange for the resumption of the work very soon.

MR. T. J. MATTHEW (*Changanachery cum Peermade*): May I know from the Chief Engineer when the resumption of the work will be ordered?

MR. K. V. NATESA AIYAR (*Chief Engineer*): The work will be resumed next year. Mr. K. I. Joseph made reference to the Erattupetta-Arakulam road. I do not think it has yet been sanctioned. The work is not provided for in the next year's budget. It is a work under investigation.

Mr. N. V. Joseph referred to the *Pashnitodu* or "starvation canal". I believe that is another name for the Cheriapalli canal.

MR. N. V. JOSEPH (*Parur*): That is known by the name of Cheriapalli canal in the department. But among the people it is known as the "*Pashnitodu*."

MR. K. V. NATESA AIYAR (*Chief Engineer*): It was neglected some years ago. But we have taken it up and the work has made some progress last year. We hope to complete the work in 1102.

MR. N. V. JOSEPH (Parur): May I know how much progress was made during the last 12 months?

MR. K. V. NATESA AIYAR (Chief Engineer): The work was under suspension temporarily. It was begun in 1100, and probably not much progress was made. We hope to finish the work next year.

Mr. N. V. Joseph again referred to the bridge at Vadakkekara. The very heavy and extraordinary floods in the year 1099 damaged the work partly. A revised estimate has had to be prepared and the work will be resumed in 1102.

MR. N. V. JOSEPH (Parur): May I know whether the revision was necessitated by the floods?

MR. K. V. NATESA AIYAR (Chief Engineer): Mostly necessitated by the floods.

MR. N. V. JOSEPH (Parur): Only mostly?

MR. K. V. NATESA AIYAR (Chief Engineer): Yes. Mr. N. V. Joseph again referred to the want of a Travellers' Bungalow at Parur. I need not go into its previous history now. When the civil jail which is now under construction is finished, the old jail with a few structural alterations will be used as a camp-shed. The member referred also to the Ambalapuzha-Tiruvalla road. What is wanted by him, I have not been able to understand.

MR. N. V. JOSEPH (Parur): In fact, I myself do not know. (*Laughter.*)

MR. K. V. NATESA AIYAR (Chief Engineer): Then how am I to reply to his question?

MR. N. V. JOSEPH (Parur): I said that that road may also be taken into consideration.

MR. K. V. NATESA AIYAR (Chief Engineer): Mr. P. K. Narayana Pillai is interested in the road and I have several times replied to the interpellations with regard to the same road.

The first section of the road from Ambalapuzha to Tiruvalla is the road between Ambalapuzha and Takazhi. The first portion of this road is from Ambalapuzha to the Quilon-Alleppey canal. The second portion is from the canal to Takazhi. These portions have been recently improved into an eight-feet path and raised above the ordinary flood level. They could be used as cart-roads only if bridges over the canals are constructed. The second section from Takazhi to Edattuva is water-logged and the investigation for constructing a road here has not yet been taken up. The third section of the road from Edattuva to Nirettupuram is maintained as a foot-path at the rate of Rs. 80 per mile per annum. The last and the fourth section of the road is between Nirettupuram and the mainland. As regards this, two alternative lines have been investigated, and an estimate for constructing a road connecting Nirettupuram with Podiyadi on the Tiruvalla-Pulikizh road has been recently forwarded to the Government for sanction.

[Mr. K. V. Natesa Aiyar.]

Finally, I have to refer to Mr. A. K. Pillai's remarks. He referred to the roads in Shertalai and Mr. Sivarama Panikkar said that he could talk about them himself if he liked when his motion came up for discussion. I therefore do not propose to say anything about them now.

MR. K. I. JOSEPH (*Minachil cum Devicolum*): What has the Chief Engineer to say about my suggestion of establishing Taluk Boards, entrusting the construction and maintenance of means of communication to them and allowing them a percentage of the revenue derived from the respective taluks?

MR. K. V. NATESA AIYAR (*Chief Engineer*): I am sorry I omitted that point. Mr. C. P. Thomas suggested that District Boards should be formed to advise the department in deciding the works to be undertaken in each District. I welcome the suggestion. Mr. Mammen Mappillai suggested that a Board of Communications should be constituted to consider and draw up schemes for new communications in the State and advise the Government. That is also a very good suggestion. I have no objection to that either. At present, the Chief Engineer finds it very difficult to frame a satisfactory budget as regards communications, and it will be a very great help to him if such a Board is constituted.

As regards the question of preparing the estimates in advance of the budget, I have not much to say. The Chief Secretary to Government, Mr. George, has already explained the policy underlying the present practice. The old practice was that a number of estimates were got sanctioned in advance without any near prospect of their being taken up for execution. They had either to undergo revision or had to be cancelled. The Chief Engineer and the officers of the department were put to unnecessary strain thereby and the practice of preparing estimates in advance had to be stopped except in special cases. It is therefore now the general rule to prepare estimates only for specific items of work that are provided for in the budget. Estimates for such new works are being prepared within the first six or seven months of the year. Some of the estimates require time where field work has to be done. Generally, we start the new works during the course of the year itself and make some progress. There may be rare exceptions; such works are brought under the 'incomplete works' of the next year, and expedited as far as possible.

MR. K. I. JOSEPH (*Minachil cum Devicolum*): May I draw the attention of the Chief Engineer to my suggestion that Taluk Boards should be established and a portion of the taluk revenue should be entrusted with them to attend to means of communications?

MR. K. V. NATESA AIYAR (*Chief Engineer*): As regards the question of giving any portion of the revenue to the Taluk Boards, I do not think I have any right to give an answer in that question. But, as regards the question of entrusting the Taluk Boards with the construction and maintenance of roads, bridges and culverts, I may say that question need

be considered only after the establishment of Taluk Boards. We will also have to consider what is being done by such Boards in the Madras Presidency and other places where such Boards exist at present. In such places, such bodies have, under them, a body of Engineers (Local Fund Engineers) who actually execute such public works. Here, the Public Works Department is performing the same duties in addition to their duties in regard to other public works such as buildings, irrigation, etc. So, that matter has to be carefully considered by the Government.

MR. A. K. PILLAI (*Karunagapalli*): I am glad that my motion has served its purpose. We have been able to elicit a good deal of information, and the Chief Engineer has also been able to give some assurances. Therefore, I do not press my motion.

The motion was by leave of the House withdrawn.

Motions 24, 25 and 26.

The following motions were not made:—

MR. K. SIVARAMA PANIKKAR:

24. To reduce the allotment of Rs. 15,83,659 for communications by Rs. 100.

MR. T. KUMARA PILLAI:

25. To omit the allotment of Rs. 32,900 for Reserve with the Government.

MR. K. P. NILAKANTA PILLAI:

26. To reduce the allotment of Rs. 23,14,043 for Executive by Re. 1.

DEPUTY PRESIDENT: We will now adjourn and meet at quarter to three.

The Council adjourned for lunch at 2-5 P. M. and re-assembled at 2-45 P. M.

Motion 27.

MR. K. K. THOMAS (*Kottayam*): Sir, I beg to make the following motion:—

27. To reduce the allotment of Rs. 23,14,043 for Executive by Re. 1.

Sir, my object in tabling this motion is to invite the attention of this House to the hardships experienced by the people on account of the establishment of toll gates on the main highways.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Sir, I rise to a point of order. This allotment of Rs. 23,14,043 is for Executive, (*i. e.*) for the staff of Executive Engineers, Assistant Engineers, etc., and works such as buildings, communications and miscellaneous public improvements). I request a ruling from the Chair as to whether, under a motion proposing a cut of *this* allotment, the policy in regard to tolls could be discussed. I think that subject could be rightly discussed only under motion No. 31 and subsequent motions which propose reductions in the allotment of Rs. 23,43,703, for "29, buildings, communications and miscellaneous public improvements". I think the policy in regard to tolls may be rightly discussed only under those motions.

MR. K. K. THOMAS (*Kottayam*): The executive controls the whole department. Therefore, I think I am entitled to discuss the policy of toll-gates also under this motion.

MR. K. V. NATESA AIYAR (*Chief Engineer*): May I refer to a ruling passed last year?

DEPUTY PRESIDENT: Yes.

MR. K. V. NATESA AIYAR (*Chief Engineer*): This is the President's ruling:

"I ruled this morning that, under the head 'Direction', you can discuss all matters bearing a direct relation to the items of expenditure included under the head 'Direction' in the Budget. If you look to pages 156 and 157 of the Budget, you will find certain items included there under 'Direction'. There, you can discuss any question of policy or any item relating to the several heads of expenditure shown under that head."

Similarly under the head 'Executive' the members may discuss the question of policy relating to the several items of *expenditure* that come under the head 'Executive'. The policy relating to a *source of income* might be discussed only in the motion dealing with the total allotment for Executive and Direction, and not under this motion which deals only with the Executive. Mr. Thomas may conveniently discuss this question under motion No. 31 which stands in his name. In motion No. 31 he proposes to reduce the allotment of Rs. 23,43,703 for Buildings, etc., by Re. 1 and has stated the object of his motion to be to discuss the necessity of constructing drainage channels in North Travancore.

DEPUTY PRESIDENT: He need not confine himself to those things alone.

MR. K. V. NATESA AIYAR (*Chief Engineer*): He may do anything when that motion is being considered.

DEPUTY PRESIDENT: Mr. Thomas may be asked to modify the figure that he proposes to reduce, and to make it include the allotment for "Direction" also.

MR. K. V. NATESA AIYAR (*Chief Engineer*): The motions have been arranged in a definite order. I do not know whether the member is at liberty to correct the figure now.

MR. K. K. THOMAS (*Kottayam*): I have no objection to modify the figure if it is permitted by the Chair.

DEPUTY PRESIDENT: I do not see how you would be prejudiced if Mr. Thomas is allowed to modify the figure. I think his intention was to include all the necessary items in order that he may get a right to discuss the policy in regard to toll-gates.

MR. T. P. RAMASUBBA AIYAR (*Secretary to Government*): If the figure in this motion alone is altered, I think the succeeding motions will also have to be altered. That will disturb the order of arrangement in the list of motions.

MR. K. K. THOMAS (*Kottayam*): I sent up this motion very early so that Mr. Natesa Aiyar could be prepared for a discussion of the question.

MR. K. V. NATESA AIYAR (*Chief Engineer*): I have already said in my budget speech that the matter was engaging the attention of the Government.

DEPUTY PRESIDENT : I think, Mr. Thomas, you may modify the allotment mentioned in your motion so as to include the allotment for 'Direction' also, and change it into Rs. 23,43,703.

MR. K. K. THOMAS (Kottayam) : I will move the motion as amended, Sir.

I beg to make the following motion :—

27. *To reduce the allotment of Rs. 23,43,703 for Buildings, etc. by Re 1.*

As I stated earlier, my object in tabling this motion is to invite the attention of the Government to the hardship experienced by the people on account of the establishment of toll-gates in the main highways and to request them to reconsider their policy so that the poorer classes may not feel undue hardship. The departmental figures show that, from the year 1096 onwards, the income from tolls has been going up by leaps and bounds. In 1096 the income from toll-gates was, on the whole, only Rs. 41,998 while in 1101, it has swelled itself to Rs. 1,55,000 odd, i. e., nearly five-fold in five years; and, judging from the information that is available at present, one need not wonder if the figures go up to two lakhs this year.

DEPUTY PRESIDENT : The Chief Engineer has already stated that it may be over two lakhs for this year.

MR. K. K. THOMAS (Kottayam) : Taking twenty per cent. of this total income to be the cost of collection and leaving a sufficient margin of profit for the collectors, I think about three lakhs of rupees is being collected from the poor people of the country. In addition to this, we have municipal toll-gates established at very inconvenient centres and at shorter distances. The collections there may approximately amount to about a lakh of rupees. The total mileage of metalled roads in Travancore comes only to about 720 miles of which, for purposes of tolls, we have to consider only the M. C. Road, the M. S. Road, the Cape Road and some other smaller roads. These may come up roughly to 300 or 350 miles. The cost of a mile of these roads is only Rs. 450 per annum. Therefore, the total cost of these 350 miles of roads will come only to Rs. 1,60,000 odd. It is therefore clear that when we collect more than four lakhs—

DEPUTY PRESIDENT : How do you calculate it as four lakhs?

MR. K. K. THOMAS (Kottayam) : The toll-gate keepers get about three lakhs on the whole out of which the Government get only about two lakhs. Although the Government do not get the balance, the people have to pay it. The other one lakh which makes the total of four lakhs, is collected from the municipal toll-gates. This clearly shows that the total collections are far in excess of what is actually spent on these roads.

Then again, the harshness of the toll collectors is really unbearable. In harshness and oppression they excel the tax gatherers of the old Roman and Mediæval days. I will give an instance. A poor Pulaya had to take his sick boy in a country cart to a hospital. The poor Pulaya had very little with him and therefore was not in a position to pay the toll-gate keeper. The poor Pulaya was forced to part with his

second cloth as a sort of pawn. The oppression caused by these toll-gate keepers, especially when the passengers happen to be poor and illiterate, is very hard. Sometimes these toll-gate keepers collect toll twice from these poor and illiterate persons. I know, as a matter of fact, and I think the whole House knows, that these toll-gates work a great hardship on the poorer classes.

I may also mention the difficulty experienced by the ordinary cultivator on account of these toll-gates. A man who wants to go from Kanjirapalli to the Kottayam market for selling his cart-load of tapioca or jack, has to pay toll at three toll-gates on the road, and, on getting into the town, he has to pay at the market toll-gate. In addition to all these, there is the *vandipetta* keeper who has also to be paid something. The poor man has also to meet his personal expenses for about two days; and he has to maintain his bulls also in a town where it is rather very costly. After paying about 32 chs. to the toll-gate keepers and similar other sums to the market toll-gate keeper and the *vandipetta* keeper and after meeting his own expenses and those of his bulls for about two days in a town, he will find, while returning home, that practically nothing is left with him. Therefore, I submit, Sir, that this system, of levying tolls works very great hardship on the poor classes in the country. It acts as a deterrent to the development of trade in the country.

As regards the buses, I understand that they have to pay tolls for all their trips, so that those running between Quilon and Trivandrum have to pay at least Rs. 4 every day. For a bus which has cost the owner only about Rs. 3,400, the owner has to pay every year, in the shape of tolls, nearly Rs. 2,400.

I, therefore, submit, Sir, that it will be a great service to the poor people of our country if this toll system is abolished altogether. If that is not possible, I wish to press upon the Government the necessity for making changes in the rates of tolls as also in the way in which they are levied. I also wish to point out that at least the country carts may be absolutely exempted from payment of tolls throughout the country. It is a well-known fact that roads are mostly damaged by motor buses and lorries and not by these country carts; and the major portion of the income from tolls is also from motor buses and lorries and not from country carts. I appeal to you, Sir, as one who knows the difficulties of the people, to exert your influence to see that this hard impost is abolished altogether, or, if that is not possible, at least to exempt the poorer classes and the country carts from payment of tolls. The Municipal Regulation exempts ordinary canoes and bullocks, ploughs, etc., used for agricultural purposes, from payment of tolls. As would be clear from my illustration of a man who has to go from Kanjirapalli to Kottayam for selling his cart-load of tapioca or jack, there is often very little left for such poor persons when they go back after selling what they had. Such being the case, I press upon the House the necessity for abolishing these toll-gates altogether, if possible, or at least to exempt, from payment of tolls, the country carts and the poor classes.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): Sir, I think it will be admitted by everybody that the present system of levying tolls is very unpopular. One cardinal principle of taxation is that there should not be room for any middleman to take any portion of the tax paid by the people. But this toll system, through the medium of contractors, permits these contractors to take away large sums of money for themselves as profit. I have got reliable information that in some toll-gates from which the Government get only about Rs. 20,000, the contractors are making nearly Rs. 50,000. Every day, the number of buses and cars is growing in leaps and bounds, and the contractor will take good care to prevent *his* figures from being known to others. But one can make a surmise as to the amount that the contractors are actually getting. Though there is great jubilation that the income from toll-gates is increasing year after year, I am reliably informed that the share that the Government are now getting is far from being adequate or proportionate to the amount that the contractor actually gets. If there is no possibility of getting rid of these middlemen, I think the system should be modified. I am not against the system of levying tolls because the public funds are being utilised for the construction and maintenance of roads, and because those who can afford the luxury of travelling in motor cars and buses—and even the poorer classes who want to travel rapidly in buses—should not grudge paying a small sum for the upkeep of the roads. But, my objection is, first of all, to the fact that a large portion of the amount is taken away by the middlemen. Secondly, the system, as it is, is open to various abuses and corruption. I do not know whether there is anything in the Interportal Trade Convention.

MR. N. KUMARAN (*Nominated*): Would not the member give up these tolls in the light of the fact that we are having, year after year, large surpluses?

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): I do not know whether I should be in favour of giving up these tolls altogether; because, after all, it is levied only from those who can afford to pay tolls. I think other countries do not seem to have any objection to this system of levying tolls from the people. In England, for instance, they have got funds collected in some such way, amounting to about £ 17 or 20 million a year; and this amount is far more than what is actually necessary for the maintenance and construction of the roads. There was recently a hue and cry there when the Chancellor of the Exchequer proposed to utilise this surplus for general budget purposes. But still there was no demand for the reduction or the abolition of tolls. Out of the 40 lakhs of people in our country, I think those who use buses and motor cars are infinitesimally small in number; it is not quite fair that the general taxpayer should be taxed for the benefit of the few who make use of such conveyances.

I do not know, Sir, about the technicalities in regard to the Interportal Trade Convention. My own view is that, if possible, a small additional duty might be levied on the petrol that is used. That will bring us

a large sum of money. It is not difficult to find out the quantity of petrol that is actually consumed. It is always very convenient to tax things at the very source. Therefore, Sir, provided we could do it without infringing the agreement entered into with the British Government, it will be very convenient if we could levy some additional duty on the petrol that is consumed in Travancore. That is a very convenient way of getting at the people who make use of motor cars and buses.

MR. A. J. VAN ROSS (*Excise Commissioner*): May I inform the member that we are not entitled to impose any duty on petrol since the duty on it is already collected before it is brought into Travancore?

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): Probably, there may be some difficulty under the present agreement with the British Government. But, I am sure, it is not impossible for this Government to come to an understanding with the British Government in the matter. Certainly, it is not an insurmountable difficulty. The Excise Commissioner and the Chief Engineer may put their heads together and suggest measures by which it could be made possible to ask those who sell petrol to pay some license fees or something like that. If that is done, it would be much more convenient. I am not at all in favour of putting an end to this source of income, especially in these days when the use of motor cars and buses is becoming more and more widespread. After all, the amount that is paid by each individual will be very inappreciable. Formerly, tolls had to be paid only once a day. Now every time a bus or car passes a toll-gate, it has to pay toll and thus, in some cases, a bus or car may have to pay toll four or five times every day. All this hardship can be removed if a duty is levied according to the amount of petrol consumed. That will not lead to any inequalities. Moreover, we can avoid the hardship of taxing common country carts without any diminution of income. After all, the amount derived by levying toll on country carts is inappreciable. Mr. Thomas has given a very fine illustration of a poor man who had to take his sick son to the hospital and who was obliged on his way to part with his second cloth as a security for the payment of the toll. Therefore, I should like to press upon the attention of the authorities the desirability of trying whether the system of tolls can be abolished altogether and substituted by a duty on the petrol that is consumed.

MR. K. I. JOSEPH (*Minachil cum Devicolam*): The present system of levy of tolls is giving much room for complaint. First of all, there is no uniformity in the matter. In some places, for every trip, toll is charged. In other places, toll is charged per day. For example, on the road from Kottayam to Mundakayam, there is a toll-gate at the 14th mile, where toll is levied for each trip. In other places, toll need be paid only once a day, even though the cars or the buses may pass to and fro several times.

Another point is as regards the distance between two toll-gates. In some places, toll-gates are very near, while, in other places, they are 50 or 60 miles apart. There is thus no uniformity as regards the distance also for which one has to pay tolls.

Another fact which I would like to mention is the collection of tolls by the municipalities. If I am correct, I may state that the municipalities do not undertake any expenditure in the matter of maintaining roads. I do not therefore see any justification for the collection of tolls by these municipalities. Moreover, the Government are not benefited by such collections by the municipalities.

MR. N. V. JOSEPH (Parur) : Do all municipalities levy tolls?

MR. K. I. JOSEPH (Minachil cum Devicolam) : That is also another point where there is no uniformity. Some municipalities collect tolls, while others do not. There is also no uniformity in the rates levied. Some municipalities collect one rupee or so, for every bus, while others collect two rupees.

MR. T. J. MATTHEW (Changanachery cum Peermade) : Is there any municipality which collects Rs. 2 for every bus?

MR. K. I. JOSEPH (Minachil cum Devicolam) : I think at Kottayam every bus has to pay Rs. 2.

MR. N. V. JOSEPH (Parur) : May I know whether there is any municipality which is not allowed by the Government to collect toll?

MR. K. I. JOSEPH (Minachil cum Devicolam) : As a matter of fact, some municipalities are collecting tolls, while others are not. That is my point. There is no uniformity in the matter.

MR. PAUL DANIEL (Nominated) : Is it not a fact that municipalities which are allowed to collect tolls are also required to maintain the roads within their limits? For example, the Nagercoil municipality is allowed to collect tolls and it has to maintain its roads.

MR. K. I. JOSEPH (Minachil cum Devicolam) : My information is that municipalities are not bound to maintain the roads within their limits. I am not quite certain about it—I hope the Government member will explain the matter better. If I am correct in this view, I do not see any justification whatever for allowing municipalities to collect tolls. Another practical difficulty is that several municipalities are close to one another.

MR. K. C. MAMMEN MAPPILLAI (Commerce and Industry, North) : Is it not a fact that, even in the case of municipalities that have to maintain their roads, the amount they collect by way of tolls is far greater than the amount they actually have to spend for the maintenance of their roads which may be only about 3 or 4 miles in length?

MR. K. I. JOSEPH (Minachil cum Devicolam) : It may be so. Anyhow, what I want to point out to the House is that there is absolutely no uniformity in the practical working of the system of levying tolls. People who have to pay tolls suffer very much on account of the want of uniformity.

MR. K. I. JOSEPH (Minachil cum Devicolam) : Another point I have to emphasise is that the Government do not as a matter of fact get as much money as they could; they now rent out the right to collect tolls on contract. It is the middlemen that profit by this. As Mr. Mammen Mappillai suggested, I also advocate the idea of charging an import duty on petrol. This is a matter which should receive serious consideration at the hands of the Government.

DEPUTY PRESIDENT : If it is not possible to do that, what alternative do you suggest?

MR. K. I. JOSEPH (*Minachil cum Devicolam*): Even if it is not possible, I think some change in the present system is absolutely necessary. I am only inviting the attention of the Government to find out proper measures to remedy the present evil. In that case, whatever is due from the taxpayer will go direct to the Government. As regards tolls to be levied on carts, it would be better if the Government ask the cart-owners to take license.

DEPUTY PRESIDENT : Supposing the levy of toll is changed from one department to another, what will be the result?

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): You are only suggesting additional convenience.

MR. K. I. JOSEPH (*Minachil cum Devicolam*): As I said already, much of the difficulties could be overcome if cart-owners take licenses. I suggest that the present system of tolls might be abolished. But I do not agree with Mr. Thomas in saying that the system of charging for the use of the roads by these vehicles should be abolished. It is only fair and proper that those who use these sorts of vehicles be asked to pay for it. With these few observations, I support Mr. Thomas' motion, but I don't agree as regards the principle involved in the collection of tolls.

MR. N. V. JOSEPH (*Parur*): The mover of this motion has advocated the total abolition of the toll system. The other two speakers who have supported the motion have made it rather conditional on some alternative effective schemes. I have no hesitation in joining with the mover and advocate the total abolition of the toll system. My first objection to the toll system is that it looks so very ridiculous that the high-roads are fenced across by toll-gates at every tenth or twelfth mile. We often find such obstructions to traffic. Another reason is that this toll system, even in the matter of taxation, seems to be more unjust and unfair. There is some reason in urging that since the roads are being used by these cars and carts it is only fair that they should contribute something. We do not find these tolls on bad roads; only in certain selected roads, we find some. There are other roads which are used by cars and carts on which no toll is collected. When we reach a toll-gate, we find that the toll-gate keepers require at least eight or ten annas and sometimes delay is caused for want of change. Such petty inconveniences we undergo on account of this toll system. It is true that some sort of income should be derived from those who make use of these roads. In my opinion, it is only fair to have an import duty on petrol. To levy such a duty will be more effective and equitable because the number of miles the motor cars have travelled can be correctly gauged from the quantity of petrol used by them. But what about bullock carts and similar conveyances?

MR. K. I. JOSEPH (*Minachil cum Devicolam*): That is why I said that for carts license should be taken.

MR. N. V. JOSEPH (*Parur*): Supposing there is a private car which costs Rs. 2,000 and the owner uses this car only once in a way. For taking license, he may have to spend something like Rs. 200. This is one aspect of the case. There is the ordinary vehicle which uses the road throughout the day. How can it be fair to charge the car of a private gentleman Rs. 200 a year and a bus or a motor car used for hired traffic the same rate?

MR. C. P. THOMAS (*Nominated*): Does the member think that it is impossible to distinguish between private cars and others?

MR. N. V. JOSEPH (*Parur*): It may be possible. But I only suggest that some other alternative scheme should be thought out.

MR. C. P. TARAKAN (*Kunmatnad*): വള്ളങ്ങൾക്കു രജിസ്ട്രേഷൻ ചീസുള്ളതായിട്ട് അറിയാമോ?

MR. N. V. JOSEPH (*Parur*): There may be.

MR. K. K. THOMAS (*Kottayam*): അതുകൊണ്ടു വളരെ ഉപദ്രവമുണ്ടെന്നറിയാൻ പാടില്ലെ? കുട്ടനാടൻ മുതലായ പ്രദേശങ്ങളിൽ അനേകം ആളുകൾ ബുദ്ധിമുട്ടുന്നില്ലെ?

MR. N. V. JOSEPH (*Parur*): Every taxation gives some sort of inconvenience and difficulty to the taxpayers.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): വള്ളങ്ങൾക്കു ടോൾഗേറ്റ് സമ്പ്രദായം ഏല്പിട്ടത്തുന്നതിനെക്കാൾ ഇപ്പോഴത്തെ ഏർപ്പാടല്ലേ ഉപദ്രവം കറവ്?

MR. N. V. JOSEPH (*Parur*): വഞ്ചിക്ക് ഉപദ്രവം കൂടുതൽ എന്നൊ മോട്ടാർകാറിന് ഉപദ്രവം കുറവെന്നൊ പറയാൻ നിവൃത്തിയില്ല.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): വഞ്ചികൾക്കു വച്ചിട്ടുള്ള ചീസിനെക്കാൾ മോട്ടാറിനും മറ്റും ടോൾഗേറ്റ് വച്ചിരിക്കുന്നത് ഉപദ്രവകരമല്ലെ?

MR. N. V. JOSEPH (*Parur*): ഉപദ്രവം ഉണ്ടാകും. പുഴയിലും മറ്റു മാകമ്പോൾ കൂടുതൽ ചിലവും ഉണ്ടാകും.

MR. T. J. MATTHEW (*Changanachery cum Peermade*): Is the member aware that in certain places there are tolls for canoes also?

MR. N. V. JOSEPH (*Parur*): That may be. About the system of license which is suggested by my friend Mr. K. I. Joseph, the license for trading in petrol can be instituted in Travancore. But an ingenious trader may have his shops on the boundary of the State and he may sell petrol in that place.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): Does not the member think that the same may happen in the case of tobacco and other dutiable articles?

MR. N. V. JOSEPH (*Parur*): There is an import duty. That is not the case with tobacco. Suppose a trader in Travancore has got license for petrol and just on the boundary in the Cochin State a shop is established for selling petrol. A Travancore man goes and buys petrol and comes to Travancore. In this case, what could be done in the matter of levying duty on petrol? With these observations, I have no hesitation in advocating the total abolition of the toll system because it has become a public nuisance.

MR. C. P. THOMAS (*Nominated*): I wish to speak about a change now made in the rate of tolls collected from buses. Previously they had to pay a toll only once in 24 hours. Now they are required to pay every time they pass through certain toll-gates. I may say that it is an unfair way of levying tolls. As Mr. K. K. Thomas pointed out, a bus which costs Rs. 3,000 will have to pay by way of toll Rs. 200 a month. Thus in one year the total amount of toll comes to Rs. 2,000 odd. This is very hard. Now I may also point out that, on calculation, a bus that has license to carry 17 persons has to spend on various items about Rs. 30 a day excluding the toll that the owner of the bus has to pay. Of course, in that calculation, the wear and tear of the tyres, pay of the driver, the cost of petrol and all these items are included. Thus it seems that it would be killing the industry if the buses are obliged to pay toll every time they pass a toll-gate. At one toll-gate, viz., at Paripalli, the change is to be introduced from 1102. I understand that several bus-owners got down their buses before they knew that such a change is going to be introduced. Anyhow, I think it is rather iniquitous that these buses have to pay toll every time they pass the toll-gate. This rule affects only buses and not private cars. The buses are run for commercial purposes, and therefore there may be some fairness in treating them differently. But, all the same, I think the proposed change is rather iniquitous and ought not to be given effect to.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Mr. K. K. Thomas has brought this motion to discuss the hardships caused by the tolls and has advocated their abolition for various reasons. He referred to the hardships encountered by poor classes. He further added that the development of the country was being retarded. Before discussing details, I should like to acquaint the House with the history of the system of levying tolls on vehicles that use the roads and how the Public Works Department came to be connected with the realisation of this revenue.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): May I know whether the history of the system of levying tolls is relevant to the discussion?

MR. K. V. NATESA AIYAR (*Chief Engineer*): For the clear understanding of the subject, a brief history is necessary. The function of the Public Works Department is to carry out public works which necessarily includes the upkeep of roads in a condition suitable for the demands of traffic as it grows, with the funds placed at its disposal by the Government.

MR. M. SIVATANU PILLAI (*Tovala*): May I know whether he is aware that—my friend Mr. P. K. Narayana Pillai, but for his self-imposed silence, would have interrupted—it is the fundamental duty of the Government to maintain the highways?

MR. K. V. NATESA AIYAR (*Chief Engineer*): It has not been the duty of the Government in British India and elsewhere, but it has been the policy in Travancore so far.

MR. M. SIVATANU PILLAI (*Tovala*): Will the member be pleased to explain?

MR. K. V. NATESA AIYAR (*Chief Engineer*): Maintenance of roads in the British Indian Districts is met from local funds got by levying a road cess at the rate of one anna in the land revenue. At that rate, the whole of Travancore would be entitled only to an expenditure of about Rs. 2½ lakhs, whereas this Government has been spending about Rs. 12 lakhs on the construction and maintenance of roads, without resorting to any such cess here.

MR. M. SIVATANU PILLAI (*Tovala*): Does that obtain anywhere outside British India or in Europe?

MR. K. V. NATESA AIYAR (*Chief Engineer*): I don't think Governments are maintaining roads in other countries as we are doing here.

MR. M. SIVATANU PILLAI (*Tovala*): Are there not roads in other countries? (*Laughter.*)

MR. K. V. NATESA AIYAR (*Chief Engineer*): When funds so placed are found inadequate for the satisfactory upkeep of roads and to the standard of efficiency expected by traffic owing to the intensive use of the roads by heavy and fast moving traffic, the function of the Public Works Department is to ask for more funds. When the Government found that the traffic on roads increased and the Public Works Department began to ask for more funds, they took power and enacted Regulation IV of 1088 as amended by Regulation III of 1098. It is under this Regulation that tolls are being levied.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Can the repeal of a Regulation be introduced in such discussions?

DEPUTY PRESIDENT: Mr. Natesa Aiyar only said that tolls are levied under a Regulation.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Mr. Natesa Aiyar speaks about the repeal of the Regulation.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Mr. Thomas stated that the maintenance grant for important roads was only about Rs. 400 and that only about 350 miles were main roads. He has roughly estimated the cost of maintenance of such roads at about Rs. 1,40,000.

MR. K. K. THOMAS (*Kottayam*): May I correct the Chief Engineer? What I said was 'about Rs. 1,60,000'.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Take for instance the two roads where the maintenance grant is about Rs. 1,000 and more. As regards these roads, the proper upkeep is becoming very difficult and very costly too. Let us consider the Main Southern Road from Trivandrum to Aramboli on which perhaps the largest number of motor vehicles, particularly the buses, ply. Till recently, i. e., up to about 1936,

[Mr. K. V. Natesa Aiyar.]

re-coating had to be done only once in 4 or 5 years, but it has become recently necessary to re-metal the road once in 2 or 3 years. This clearly shows there is very great wear on the road.

MR. K. K. THOMAS (*Kottayam*) : May I draw the attention of the Chief Engineer to the Administration Report wherein it is stated that Rs. 450 is spent per mile?

MR. K. V. NATESA AIYAR (*Chief Engineer*) : That is only the average. I am speaking about the actuals for some important roads. This great wear on the roads cannot but be so. The income from tolls on this road has gone up to Rs. 82,000 in 1102 from Rs. 28,000 in 1096. So, the rapid growth of traffic has been since 1096 on account of fast moving motor vehicles. The maintenance grant for this road was only Rs. 750 in 1089. It was raised to Rs. 825 in 1090, to Rs. 900 in 1093 and Rs. 1,000 in 1096. This was found to be inadequate and it had to be raised to Rs. 1,200 in 1101. But the traffic having increased nearly three-fold, the maintenance grant will have to be raised to at least Rs. 1,500, per mile from 1093. On the K. K. Road, the income from tolls was only Rs. 14,073 in 1099. It rose to Rs. 35,812 in 1101, and for 1102, it stands at Rs. 66,106. The maintenance grant had to be increased in 1101, and it may have to be increased further sooner or later.

It is obvious that those who use the roads most should bear a share of the cost of upkeep. Mr. K. C. Mammen Mappillai has agreed that the general taxpayer should not be made to pay for the use of the roads by bus-owners and others. It is in this view that tolls are levied on the traffic using the various roads on which toll-gates have been established. It is no extraordinary thing to levy such imposts in Travancore, as it is the practice everywhere. In Malabar and Tinnevely, I understand that, besides the tolls, they are levying a license fee of 6 pies or so per mile on motor vehicles plying for hire. It will be seen therefore that the levy of tolls is not a novel one and peculiar to Travancore. No doubt, there is inconvenience to the Travancore public. To avoid this, as I have already stated in my reply to the general discussion on the budget, I have been at some pains to find out some better arrangement and the system of registration suggested itself to me. As was already stated, even that is not free from difficulties. All manner of vehicles, those that use the roads most and those that use them least, have all to share the burden equally which is not an equitable arrangement. I am also considering the alternative of levying a duty on petrol should that be possible and this could affect only the motor vehicles plying on the roads. The whole question is under the consideration of the Government.

As I have already stated in my reply to the budget discussion, the Government are spending about Rs. 10,50,000 on maintenance and special repairs. It is only fair to the general taxpayer that the heavy traffic using the roads should pay their due share to the revenue of the State. The income from tolls has increased to Rs. 2,50,000 for 1102.

This sum is only a fourth of the whole amount that has to be spent on roads. Tolls are established only on those roads on which there is heavy traffic. As was stated already, the matter is under consideration and the suggestions made by the members here will receive due consideration at the hands of the Government.

Some members spoke about the difficulties caused by the trip rate. The country carts are not suffering thereby. They are going slowly at about 14 or 15 miles a day and they may have to pay only once a day. But motor cars eight-seaters, nine-seaters, twelve-seaters and sixteen-seaters—move about from place to place and make frequent use of the roads making several trips on the same day. It is only just that they should be taxed every time they pass the road. I do not think that the ordinary people suffer thereby. The trip rate at the Kuzhittura toll-gate was introduced a few years ago. That at Pulikalkavala or the 14th mile of the K. K. Road was introduced in 1101. Such trip rates were introduced at the Adur and the Paripalli toll-gates only for 1102. They are the only four places, where the trip rate on buses and lorries has been introduced. This accounts for the increase in the income from tolls for 1102 in those stations.

Certain members referred to middlemen getting a lot of profit. We have to rely on the spirit of competition among business-men to get the revenue to which we are entitled. I believe there has been a great deal of competition among them. I do not think that middlemen are making any undue profit. I will give a few instances where on account of such competition, the rates have gone very high. For Perumbavur, it has risen from about Rs. 5,000 in 1101 to Rs. 8,400 in 1102. For Muvattupuzha, it has risen from Rs. 4,000 in 1101 to Rs. 7,000 in 1102. For Ettumanur, from about Rs. 10,000 in 1101 to about Rs. 21,000 in 1102 and for Adur, it has risen from about Rs. 12,000 in 1101 to Rs. 22,000 in 1102. For the 14th mile of the Kottayam-Kumili Road, it has risen from about Rs. 14,000 in 1101 to Rs. 32,000 in 1102.

MR. K. I. JOSEPH (*Minachil cum Devicolum*): Have the Government fixed the maximum that could be collected by the toll contractors?

MR. K. V. NATESA AIYAR (*Chief Engineer*): We have fixed the minimum. So the competitors can raise the maximum as they like. We fix only the upset price.

MR. K. I. JOSEPH (*Minachil cum Devicolum*): Will not the public be put to great hardship if the maximum is not fixed?

DEPUTY PRESIDENT: How is it possible?

MR. K. I. JOSEPH (*Minachil cum Devicolum*): If the maximum rate is settled, then the competitors will take care to see that they do not bid for very high amounts.

MR. K. V. NATESA AIYAR (*Chief Engineer*): The rate leviable on a single car or bus is fixed. So there cannot be any hardship. Every toll-gate has got a board on which all the rates are notified.

MR. M. SIVATANU PILLAI (*Tovala*): May I know from the Chief Engineer whether business-men enter into such competitions even at the risk of loss?

MR. K. V. NATESA AIYAR (*Chief Engineer*): No, they will not enter into the competition at the risk of loss to them. There may be some profit for the men who are engaged.

MR. M. SIVATANU PILLAI (*Tovala*): Then how does he explain this rapid increase in the purchase money from Rs. 7,000 to Rs. 14,000? Was it because the bidders took up the contract at the risk of loss?

MR. K. V. NATESA AIYAR (*Chief Engineer*): As I said, it will not be a loss to them, but only there will not be much profit. At the 28th mile of the K. K. Road, the auction amount has increased from Rs. 9,000 to Rs. 20,000; at Paripalli, from Rs. 4,400 to Rs. 17,650; at Neduvangad, from Rs. 8,500 to Rs. 10,780; and at Kuzhittura, from Rs. 44,000 to Rs. 55,500. At Aramboli, it has increased from Rs. 17,000 to Rs. 26,500.

MR. M. SIVATANU PILLAI (*Tovala*): May I know from the Chief Engineer the cost of the yearly maintenance of the main road from Trivandrum to Aramboli?

MR. K. V. NATESA AIYAR (*Chief Engineer*): It is about Rs. 1,200 per mile. For the whole road, it may come to Rs. 65,000.

MR. M. SIVATANU PILLAI (*Tovala*): What is the amount collected in the toll-gates at Kuzhittura and Aramboli?

MR. K. V. NATESA AIYAR (*Chief Engineer*): Rs. 82,000.

MR. M. SIVATANU PILLAI (*Tovala*): Is it not more than what is actually spent on the maintenance of the road?

MR. K. V. NATESA AIYAR (*Chief Engineer*): It will now be necessary to apply for more maintenance grant for that road.

We now get about Rs. 2,50,000 by means of tolls. The question of abolition of tolls and of introducing other measures for getting this revenue is under consideration. With these few remarks, I oppose the motion.

MR. T. J. MATTHEW (*Changanachery cum Peermade*): Sir, I support the motion brought forward by Mr. Thomas. There are in Travancore certain taxes that may be termed the worrying taxes. Except that they cause a lot of worry to the public, I do not see there is much profit to the Government. In this category, I include these tolls and what is termed in the budget as navigation receipts and so on. Among these also may be included the municipal taxes imposed at the gates. Several members advocated the policy of levying taxes as tolls on the ground that the persons are making use of these roads for their own convenience and they are moving very fast, travelling in cars and buses. (*Louder, please.*) If they want to make a distinction between persons who go in carts or in cars and persons who go walking, I would ask them why they do not make a distinction between persons who are walking along the road and persons who sit at home. Thus, if the principle is pushed a little further, we would have to impose a tax upon every person who proposes to walk along the road. The King's highway should be free from every kind of waylaying the passengers. The Chief Engineer said that it was not the duty of the

Government to maintain the highways. If so, I cannot understand whose duty it is to maintain them. The highways have always been free for all the subjects of His Highness the Maha Raja to travel about. My friend Mr. Narayana Pillai remarked that the high-roads are Government property. It may be Government property, but I would then say that it is the duty of the Government to maintain it. These lands were acquired for that purpose. Then the question was also put whether, for the purpose of maintaining the roads, we have to levy some taxes specially and maintain the roads with them. I would say that we are not paying taxes for being utilised for a particular purpose. We do not create any trust on Government by paying taxes on land revenue or by paying import duties or export duties. Taxes are paid for the general purposes of the Government and the maintenance and construction of roads, is one of the general purposes for which the Government exists. The roads have therefore to be maintained out of the general fund. There is no necessity to pay a particular tax with a particular trust attached to it.

DEPUTY PRESIDENT : Then the difficulty will be that there will be disproportionate distribution of maintenance funds as regards particular roads. For instance, the Main Southern Road requires Rs. 1,200 per mile, whereas the Muvattupuzha road requires only Rs. 150 or so per mile.

MR. T. J. MATTHEW (*Changanachery cum Peermade*) : My answer to that would be that, if a particular road is used oftener than other roads or if the traffic on that road is heavier than on other roads, I should consider that the trade in that part has developed on a greater scale and the persons there must have been paying tax in the shape of income tax and other taxes. Persons living in towns, I should say, are paying more taxes than those living in the mofussil. So, the persons who live in places where the trade and traffic have increased—

MR. A. K. PILLAI (*Karunagapalli*) : Will Mr. Matthew say whether there is not a difference between the average income of a man in the town and that of a man who lives in the village?

MR. T. J. MATTHEW (*Changanachery cum Peermade*) : I do not think there will be any difference. On the contrary, if at all, the difference will be in favour of the person who lives in the mofussil. The tolls, as the Chief Engineer remarked, have been imposed in pursuance no doubt of a Regulation. But here what we ask for is not the repeal of the Regulation, but we want to urge on the Government the necessity for not exercising the powers conferred by the Regulation to impose taxes on the use of the roads. It is a new tax no doubt and therefore we cannot say to what extent it will go up in one particular year.

Another submission I have to make is that without any necessity, no new tax must be imposed. What is the particular necessity for imposing these tolls? Have the Government of Travancore become bankrupt not to be able to maintain these roads from the general fund? When there was the necessity to find some funds, new taxes were agreed

[Mr. T. J. Matthew.]

to by the people, for example, in the case of the income tax nobody raised any objection to its being levied. That did not cause any inconvenience. But we are so much troubled by these tolls that there is a hue and cry against them and it is for this reason that we urge on the Government not to put into force the powers conferred by the Tolls Recovery Regulation.

My friend Mr. Natesa Aiyar tried to meet the argument that the middlemen were not making large profits. I think if the question is considered more at length, he will really admit that the middle men are really making very large profits. He quoted the instance of the Kottayam-Kumili Road. For the year 1101, the sale amount rose to Rs. 14,000, according to him, for the toll-gates at three places. But the very next year, we find that the total amount came up to Rs. 32,000. Sir, can it be considered that within a period of one year, the traffic rose to such an extent that the amount collected doubled itself or more than doubled itself? Surely not. It may be safely presumed therefore that the person who auctioned the toll-gates for the year 1101, must have collected an amount not less than Rs. 32,000. Therefore what the Government got out of Rs. 32,000 was only Rs. 14,000.

MR. N. V. JOSEPH (Parur): May I know what will be the average toll paid by a bus in a particular year, whether it will be Rs. 1,000 or Rs. 2,000?

MR. T. J. MATTHEW (Changanachery cum Peermade): I think that was the information given to this House by Mr. C. P. Thomas. I have not got the information, nor have I tried to get the information.

MR. N. V. JOSEPH (Parur): Can the member give the information on the basis that a bus pays Rs. 2 per day?

MR. T. J. MATTHEW (Changanachery cum Peermade): In certain cases, it may be Rs. 2 for a trip, and in other cases, for a single day. Therefore, if we calculate at the rate of 2 Rs. per bus per day for all the 365 days, we will not be correct in all cases. Therefore I say that the middlemen are making large profits. The fact that competition is so keen is a sufficient evidence for one to see that the previous toll purchasers were really making very large profits. That is the case of the Kottayam-Kumili Road. But my friend Mr. Natesa Aiyar referred to another road where the amount came to Rs. 4,000 for this year which has risen to Rs. 7,000 for the next year. Sir, you may imagine the difference. Therefore I would say that it is an unnecessary waste of money, I would say, money belonging to the people and that it should be used not to cause such inconvenience to the public.

MR. N. V. JOSEPH (Parur): What will be the amount of gain made by a contractor?

MR. T. J. MATTHEW (Changanachery cum Peermade): It would not be possible to give a definite sum as the gain made by a contractor. But from the knowledge we have about the country and the rate at which the cars are increasing we can more or less calculate the gain that these contractors are making.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ടോറഗേറ്റ് ഫീസ് നിർത്തണമെന്നുള്ള ഉപക്ഷേപത്തെ ഞാൻ ബലമായി പിൻതാങ്ങുന്നു. ഈ രാജ്യത്തു ഗവർണ്മെൻറിൽനിന്നും ജനസൗകര്യത്തിനായി വളരെ കാര്യങ്ങൾ ചെയ്യുന്നുണ്ട്. എന്നാൽ അതിലേക്കു പ്രതിഫലം ഒന്നും വാങ്ങിക്കാതെ ജനങ്ങളുടെ സൗകര്യത്തിനുവേണ്ടി ചിലവുമാത്രം ചെയ്യുന്ന ഒരു ഡിപ്പാർട്ടുമെൻറ്, പി. ഡബ്ലിയു ഡിപ്പാർട്ടുമെൻറാണ്. മറ്റു ഡിപ്പാർട്ടുമെൻറുകൾ ഒന്നും അങ്ങിനെയല്ല. ക്രിമനൽ നീതിഭരണത്തിൽപ്പോലും ഗവർണ്മെൻറിനു വരുവുണ്ട്. പല ഡിപ്പാർട്ടുമെൻറിൽനിന്നും ഗവർണ്മെൻറിനു നല്ല തായ തുക ലഭിക്കുന്നു. ഈ ഒരു ഡിപ്പാർട്ടുമെൻറിൽ മാത്രമേ സൗജന്യമായി ചിലവു ചെയ്യുന്നുള്ളൂ. ജനങ്ങൾക്കു രാജവീഥികളിൽ സ്വച്ഛന്ദം സഞ്ചരിക്കുന്നതിനു ടോറഗേറ്റ് ഫീസ് എന്ന രൂപത്തിൽ ഗവർണ്മെൻറു റേർപ്പാടുവെച്ചിരിക്കുന്നതു വളരെ അസൗകര്യമാണ്. തുക കൊടുക്കുന്നതു കൊണ്ടുള്ള വൈമനസ്സുകൊണ്ടല്ല പറയുന്നത്. എന്നാൽ ആ ഇനത്തിൽ ൧൧,൩൦,൦൦൦ രൂപയാണു വരുവുദ്ദേശിച്ചിരിക്കുന്നതു. എന്നാൽ അതിലിരട്ടിയോളം തുക കൺട്രാക്ടർമാർക്കു ലഭിക്കുന്നുണ്ട്.

MR. N. V. JOSEPH (*Farur*) ജനങ്ങൾക്കു സഞ്ചരിക്കുന്നതിനൊ ഫീസ്, അതല്ലാ വാഹനങ്ങൾക്കു സഞ്ചരിക്കുന്നതിനൊ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*). ജനങ്ങൾക്കു സഞ്ചരിക്കുന്നതിനാണ്. വാഹനങ്ങൾക്കു തനിയെ സഞ്ചരിക്കയില്ലല്ലോ. (ചിരി.) ജനങ്ങൾക്കാണ് അതുകൊണ്ട് അസൗകര്യം ഉണ്ടാകുന്നത്.

സഞ്ചാരസൗകര്യം സ്വച്ഛന്ദമായിട്ടു ജനങ്ങൾക്കു നൽകുന്നതിൽ ഗവർണ്മെൻറു യാതൊരു ലാഭവും ഇച്ഛിക്കരുതെന്നാണ് എനിക്ക് പറയാനുള്ളത്. ൧൧,൩൦,൦൦൦ രൂപയാണു ഇപ്പോൾ ടോറഗേറ്റ് ഇനത്തിൽനിന്നും ഗവർണ്മെൻറിനു ലഭിക്കുമെന്നു സങ്കല്പിച്ചിരിക്കുന്നത്. അതുവേറെ ഇനങ്ങളിൽനിന്നും ഈടാക്കാമല്ലോ? രാജ്യത്തിന്റെ വടക്കുഭാഗത്തുനിന്നു ഈരാജധാനിക്കു വരുന്നവഴിക്ക് അനേകം സ്ഥലങ്ങളിൽ സഞ്ചാരസ്വാതന്ത്ര്യം തടയപ്പെട്ടിരിക്കുന്നു. ടോറഗേറ്റ് കാർ അവിടെ നിൽക്കണമെന്നു ആജ്ഞാപിച്ചാൽ നിൽക്കാതെ തരമില്ലല്ലോ. അർദ്ധരാത്രിയിലോ മറ്റൊരാൾ അത്യാവശ്യകാര്യം പ്രമാണിച്ചു സഞ്ചരിക്കേണ്ടിവന്നാലാണ് കുറെ കൂടി ഉപദ്രവം. രാത്രി ടോറഗേറ്റിൽ ചെന്നാൽ ചിലപ്പോൾ അവർ ഗാഢനിദ്രയായിരിക്കും. അല്ലെങ്കിൽ ഭവനങ്ങളിലായിരിക്കും. അതുകൊ

[Mr. Tariatu Kunjittomman].

ണ്ട് വളരെബുദ്ധിമുട്ടുകൾ ഉണ്ടാകുന്നുണ്ട്. ഇങ്ങിനെ ജനങ്ങൾ എത്രയൊ സ്ഥലങ്ങളിൽ അസൗകര്യം അനുഭവിക്കുന്നു. അതിലേക്കു ഞാൻതന്നെ അനുഭവസ്ഥനാണ്. ഇത്രയൊക്കെ ബുദ്ധിമുട്ട് അനുഭവിച്ചാലും ഇതിൽ നിന്നു കിട്ടുന്നതെന്താണ്? ൧,൩൦,൦൦൦ രൂപമാത്രം. അതു വേറെ ഇനങ്ങളിൽനിന്നും ഈടാക്കാം. എന്റെ മറ്റില മാന്യ സ്റ്റേഷനറിനാർ ഇവിടെ പ്രസ്താവിച്ചതുപോലെ മോട്ടാർകാർകൾക്കു ലൈസൻസു കൊടുക്കുന്നതിൽ കൂടുതൽ ഫീസ് ചുമത്തുകയോ അല്ലാത്തപക്ഷം പൊടാളിനു ഡ്യൂട്ടി ചുമത്തുകയോ മറ്റൊര ചെയ്യു ടോൾഗേറ്റ് ഏർപ്പാടു നിൽക്കിയാൽ ഉണ്ടാകുന്ന നഷ്ടത്തെ പരിഹരിക്കാം. സഞ്ചാരസൗകര്യത്തിനു ജനങ്ങളിൽനിന്നു യാതൊരു വരുമാനവും ഇഷ്ടിക്കാതെ മുമ്പു നൽകി കൊണ്ടിരുന്നതുപോലെതന്നെ മേലും നൽകിക്കൊണ്ടിരിക്കണമെന്നാണ് എന്റെ അഭിപ്രായം. അതിനാൽ ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻ താങ്ങിക്കൊള്ളുന്നു.

MR. A. K. PILLAI (*Karunagapalli*): തിരുവിതാംകൂറിലുള്ള ജനങ്ങളിൽ എത്രശതമാനം വീതമാണു മോട്ടാർവാഹനങ്ങളിൽ യാത്രചെയ്യുന്നത്?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): അതിന്റെ കണക്കു തയ്യാറാക്കിയില്ല.

MR. A. K. PILLAI (*Karunagapalli*): ഉദ്ദേശം എത്രശതമാനം വീതമുണ്ടെന്ന് പറയാമോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ഉദ്ദേശം തെറ്റിപ്പോകാം. ആളുകളിൽ വളരെപ്പേക്കും ടോൾഗേറ്റുകൊണ്ടു പല ബുദ്ധിമുട്ടുകളും ഉണ്ടാകുന്നുണ്ട്. അതായത്, രാജവീഥികളിൽ കൂടി സ്വച്ഛന്ദം സഞ്ചരിക്കുന്നതിനു അസൗകര്യം നേരിടാറുണ്ട്. ഈ ധർമ്മരാജ്യത്തിലെ ഗവർണ്മെന്റ് ഒരിക്കലും ഇങ്ങിനെ ഒരു നയം സ്വീകരിക്കരുത്.

MR. A. K. PILLAI (*Karunagapalli*): രാജവീഥികളിൽകൂടി സഞ്ചരിക്കുന്നതിന് വളരെ അസൗകര്യം ഉണ്ടെന്നു മെമ്പർമാരിയാമോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): അസൗകര്യം ഉണ്ടെന്നാണു പറഞ്ഞത്.

MR. A. K. PILLAI (*Karunagapalli*): പതിനഞ്ചോ ഇരുപതോ കൊല്ലങ്ങൾക്കു മുമ്പായിട്ടു റോഡിൽ നടന്നുകൊണ്ടു ആരെങ്കിലും മരിച്ചിട്ടുണ്ടെന്നു കേട്ടിട്ടുണ്ടോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ചില നടന്നുപോകുമ്പോൾ വഴിമധ്യേ വീണുതന്നെ മരിക്കാറുണ്ട്. മോട്ടാർ അപകടം ഉണ്ടാകാറുണ്ട്. റെയിൽവെ അപകടവും സംഭവിക്കുന്നുണ്ട്. ജഡ് കാവണ്ടി കേറി ആളുകൾ മരിക്കുന്നുണ്ട്. അപകടങ്ങൾ ഉണ്ടായാലും ജനങ്ങൾക്കധികം സൗകര്യമുണ്ട്. സൗകര്യം ധാരാളമുള്ളപ്പോൾ ഈ മാതിരി ഉണ്ടാകുന്ന അപകടങ്ങൾ തുച്ഛമായിട്ട് ജനങ്ങൾ ഗണിക്കുന്നുണ്ട്. മോട്ടാറെപ്പാടില്ലാത്ത ഒരു നിയമം ഗവണ്മെന്റിൽ നിന്നും ഉണ്ടാക്കാത്തത് അതുകൊണ്ടാണ്. സൗകര്യത്തോടുകൂടി ചില അപകടങ്ങളും ഹോട്ടലിൽ സംഘടിപ്പിച്ചു കാണുകയുള്ളൂ. ഗുണഭോക്താക്കൾക്കും അല്ലെ എല്ലാം?(ചിരി.)

MR. N. V. JOSEPH (*Parur*): ടോറഗേറു നിർത്തണമെന്നു പറഞ്ഞത് അതിലുള്ള അസൗകര്യം കൊണ്ടോ തുക ഈടാക്കുന്ന നഷ്ടം കൊണ്ടോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ഇതെല്ലാംകൊണ്ടും.

MR. N. V. JOSEPH (*Parur*): അപ്പോൾ മറ്റൊരുതരത്തിലും പണം ഈടാക്കിക്കൂടാ എന്നാണോ അഭിപ്രായം?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): മറ്റുപല ഇനങ്ങളിൽനിന്നും പണം ഈടാക്കുന്നുണ്ട്. ടോറഗേറു ഇനത്തിൽ പണം ഈടാക്കിക്കൂടാ എന്നാണു ഞാൻ പറഞ്ഞത്.

MR. A. K. PILLAI (*Karunagapalli*): Sir, I am so sorry that I cannot see eye to eye with the members who have preceded me in supporting the abolition of toll tax. I am certainly of opinion that the Government should take an early opportunity to reduce the land tax and try to lessen the burden of the people. But in the present case, I might even suspect that there is a conspiracy of the capitalists here to support this motion and even to carry it.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): Will the member explain the expression conspiracy?

MR. A. K. PILLAI (*Karunagapalli*): I hope my friend will have sufficient humour. Perhaps I might use some sort of expression as an unholy alliance, among the capitalists.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): Sir, these are quite unparliamentary terms and I hope you will see that they are not allowed in a Council like this.

DEPUTY PRESIDENT: There is nothing unparliamentary about them.

MR. A. K. PILLAI (*Karunagapalli*): It is not unparliamentary and I stick to it, Sir. Well, if the official as well as the non-official members were given a free hand in the matter, I hope they will carry the motion by an overwhelming majority because it affects their interests directly.

MR. N. V. JOSEPH (*Parur*): May I know from the member whether the majority of the members are owners of motor cars?

MR. A. K. PILLAI (*Karunagapalli*): I should think so.

MR. C. P. THOMAS (*Nominated*): Does the member know what Mr. K. K. Thomas said about country carts?

MR. A. K. PILLAI (*Karunagapalli*): Sorry I was not present here.

MR. C. P. THOMAS (*Nominated*): May I tell the member that he was speaking against the toll tax?

MR. A. K. PILLAI (*Karunagapalli*): I say, from the point of view of the people, the motor cars have become an increasing nuisance. My friend Mr. T. J. Matthew spoke about the need for keeping the Royal high-roads for the free use of the people, but my own submission is that it cannot be so freely used in that sense because there is insecurity of life. People narrowly escape being knocked down and if only we take a census of accidents caused by motor vehicles, we will feel convinced that they are becoming an increasing source of personal danger, insecurity and nuisance to the people.

MR. T. J. MATTHEW (*Changanachery cum Peermade*): May I know from the member whether the toll is levied as a penalty for accidents?

MR. A. K. PILLAI (*Karunagapalli*): I will explain it. If the Government will make the best use of the money they collect, they should widen the roads and also keep a part of the road for pedestrians to walk along. If you happen to go along the main road between 4 and 6 in the evening, you will find that it is very difficult to pass with a sense of security and freedom.

MR. N. V. JOSEPH (*Parur*): Will the member be satisfied if the present tolls are collected by some other means?

MR. A. K. PILLAI (*Karunagapalli*): I am not speaking of the *modus operandi* of the collection.

MR. N. V. JOSEPH (*Parur*): May I know from the member whether the present system of collection of tolls causes much hardship to the owners of motor cars owners and passengers?

MR. A. K. PILLAI (*Karunagapalli*): It affects the passengers very much.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Would a portion of the tolls collected be distributed among the foot passengers?

MR. A. K. PILLAI (*Karunagapalli*): If only a proper use of the money could be made by the Government, they could make use of the same to provide facilities for those who may not furnish themselves with a car. The other day the Right Honourable Mr. Srinivasa Sastri was talking about the present methods of collecting tolls in the nationalistic republic of Germany. We must remember that Germany is not a Bolshevik

country. It is an ordinary country, much less Bolshevik than England. There they have been collecting very large tolls from motor cars and even from owners of two-storied and three-storied buildings. That only shows that the modern tendency is to safeguard the people at large more than the upper class of people who can afford a luxury. A motor car, every one will say is not a necessity but a luxury in order to make a greater income, and to save time, which again means money. In Bolshevik Russia motor cars and railways have become public property where all can use these without any sort of difficulty or difference. I do not want to oppose the motion but only to present one aspect of the case for your consideration.

MR. K. I. JOSEPH (*Minachil cum Devicollam*): May I know from the member whether he approves the method of collecting tolls?

MR. A. K. PILLAI (*Karunagaralli*): I do not object to any particular way of collection.

MR. K. K. THOMAS (*Kottayam*): Sir, I have been listening to the arguments advanced by Mr. Natesa Aiyar against the abolition of tolls. His main argument I suppose was based on the fact that Government did not make any profit out of it, but the fact that year after year the bids are going higher and higher has been illustrated by the Chief Engineer himself. For the toll-gate at 14th mile of the K. K. road, the bid has gone from Rs. 14,000 to Rs. 32,000 for the next year. I think the other members have been pleading for the abolition of tolls. So I press the motion to a division so that I may know the sense of the House.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Sir, I have very few remarks to offer. Mr. Thomas just mentioned that I have been upholding the principle of levying these tolls on roads. I have made it clear that it is not so, but that the matter is now engaging the attention of the Government. The question is being considered in British India, in Calcutta, in Bombay and elsewhere. They are considering the possibility of increasing the duty on petrol and earmarking the additional revenue for the improvement of communications. Mr. Matthew stated that it was the duty of the Government to maintain the roads and highways. The Government are doing this and spending about Rs. 10,50,000 on this account. The toll income was only about Rs. 1,57,000 in 1101, and it was only about Rs. 60,000 in 1097 and 1098. Thus the toll income is only a small fraction of the total amount spent by the Government on roads. Some members stated that the sudden increases in the year 1101 showed a large profit to the middlemen. The bid for the Pulikkalkavala toll-gate for 1101 was rather low, as at the time of the toll auction at the close of 1100, the traffic had not developed much owing to the road having sustained serious damages in Adi 1099 and been under restoration during 1100. The traffic having rapidly developed during 1101, and more bus services having been introduced recently, the income has risen to Rs. 32,000 for 1102, which shows that the middlemen's profit, if any, has been mostly eliminated by the competition which has brought about this increase. It is inevitable that some profit is realised by the

[Mr. K. V. Natesa Aiyar.]

lessees of toll-gates. There have also been cases of loss revealed by the reduced bids in some toll-gates. At Paripalli, the amount rose from Rs. 4,400 to Rs. 17,600 owing to the introduction of the trip rate on buses with effect from 1102. At Adur, the bid rose from Rs. 12,500 to Rs. 22,000, owing to the very same cause.

MR. N. V. JOSEPH (Parur): May I know whether the Government have any objection to abolish the tolls provided they get another substitute?

MR. K. V. NATESA AIYAR (Chief Engineer): The Government are considering the matter and until they have arrived at a decision nothing can be said about their abolition. As I have already stated, the matter is engaging the attention of the Government. I trust Mr. K. K. Thomas will not press his motion.

DEPUTY PRESIDENT: In view of the explanation offered by Mr. Natesa Aiyar, do you press your motion to a division Mr. Thomas?

MR. K. K. THOMAS (Kottayam): I do.

The motion was put to the vote and carried, 24 voting for and 16 against.

MR. C. P. TARAKAN (Kunmatnad): I demand a poll.

A poll was taken with the following result.

AYES—24.

- | | |
|------------------------------|--|
| 1. Mr. Paul Daniel | 14. Mr. K. P. Nilakanta Pillai |
| 2. „ A. J. John | 15. „ M. N. Pillai |
| 3. „ K. I. Joseph | 16. „ R. Padmanabhan |
| 4. „ X. G. Lopez | 17. „ Changanachery K. Paramesvaran Pillai |
| 5. „ C. P. Kochukunju Pillai | 18. „ G. Raman Menon |
| 6. „ T. Kumara Pillai | 19. „ K. Sivarama Panikkar |
| 7. „ Tariatu Kunjittomman | 20. „ M. Sivatanu Pillai |
| 8. „ K. Madhavan Pillai | 21. „ C. P. Tarakan |
| 9. „ K. C. Mammen Mappillai | 22. „ C. P. Thomas |
| 10. „ T. J. Matthew | 23. „ K. K. Thoma |
| 11. „ G. Narayana Pillai | 24. „ C. N. Tuppan Nambutiri |
| 12. „ Kallur Narayana Pillai | |
| 13. „ P. K. Narayana Pillai | |

NOES—16.

- | | |
|-------------------------------------|--|
| 1. Mr. I. C. Chacko | 10. Mr. Kayyalam Paramesvaran Pillai |
| 2. „ R. Dhanukoti Pillai | 11. Mrs. M. Poonen Lukose |
| 3. „ K. George | 12. Mr. T. P. Ramasubba Aiyar |
| 4. „ C. Kerala Varma Koil Tampuran. | 13. Rao Bahadur K. V. Ranga-swami Aiyangar |
| 5. „ R. K. Krishna Pillai | 14. Mr. S. C. H. Robinson |
| 6. „ R. Krishnaswami Aiyar | 15. „ V. S. Subrahmanya Aiyar |
| 7. Dr. N. Kunjan Pillai | 16. „ A. J. Van Ross |
| 8. Mr. K. V. Natesa Aiyar | |
| 9. „ R. Nilakanta Pillai | |

NEUTRALS—3.

- | | |
|-------------------|---------------------|
| 1. Mr. J. B. Cook | 3. Mr. A. K. Pillai |
| 2. „ N. V. Joseph | |

The motion was declared carried.

Motions 28 and 29.

The following motions were not moved :—

MR. M. N. PILLAI :

28. To reduce the allotment of Rs. 23,14,043 for Executive by Rs. 10.

MR. T. KUMARA PILLAI :

29. To reduce the allotment of Rs. 23,14,043 for Executive by Rs. 100.

Motion 30.

The following motion was deemed not to have been moved as the member was absent :

MR. S. PIRAVIPERUMAL PILLAI :

30. To reduce the allotment of Rs. 23,14,043 for Executive by Rs. 100.

Motion 31.

MR. K. GEORGE (*Chief Secretary to Government*) : This motion is under the same heading and is identical with the one which the member has already moved.

MR. K. K. THOMAS (*Kottayam*) : I do not hear him. I do not know whether he objects to the motion being made.

MR. K. GEORGE (*Chief Secretary to Government*) : The motion already moved comes under the same head for the same amount. I think therefore this motion cannot be moved, as an identical motion has been discussed.

DEPUTY PRESIDENT : Mr. Thomas, you wanted to discuss a question of policy under that head and it has been discussed and it was on that understanding that I allowed the amendment of the motion.

MR. K. K. THOMAS (*Kottayam*) : It is now another policy.

DEPUTY PRESIDENT : When a token motion is passed, it is a vote of censure upon the Government. It may also express the view of the House upon a particular matter.

MR. K. K. THOMAS (*Kottayam*) : Then I do not move this motion.

The following motion was accordingly not moved :—

31. To reduce the allotment of Rs. 23,43,703 for Buildings, etc. by Rs. 1.

Motion 32.

The following motion was not moved :—

MR. M. N. PILLAI :

32. To reduce the allotment of Rs. 23,43,703 for Buildings, etc. by Rs. 100.

Motion 33.

The following motion was deemed not to have been moved as the member was absent:—

MR. S. PIRAVIPERUMAL PILLAI:

33. To reduce the allotment of Rs. 23,43,703 for Buildings, etc. by Rs. 100.

Motion 34.

The following motions were not moved:—

MR. T. KUMARA PILLAI:

34. To reduce the allotment of Rs. 1,23,546 for Original Works by Rs. 100.

30. IRRIGATION—CAPITAL ACCOUNT.

Motion 35.

MR. F. KUMARA PILLAI:

35. To reduce the allotment of Rs. 1,21,732 for Productive Irrigation—Capital Account and XXV—Productive Irrigation—Revenue Account, Working Expenses by Rs. 100.

Motion 36.

MR. C. P. TARAKAN:

36. To reduce the total allotment of Rs. 26.74 lakhs under Demand I by Re. 1.

Motion 37.

MR. A. K. PILLAI (*Karunagapalli*): Sir, I beg to move the following motion:—

37. To reduce the total allotment of Rs. 26.74 lakhs under Demand I by Rs. 10.

Obviously this is a token motion meant to point out certain defects in the general policy of the department. The first thing that I would like to drive home to the Chief Engineer is that he might see to the economy of the work more than to the immediate accounts. What I mean is this; if only he examines the work of the department executed during the last three or four years, the Chief Engineer, it will be found, has been rather anxious to show to the Government that he has been very abstemious and miserly in spending the money; but the quality of work has most deteriorated. As an instance, I will give what recently took place not far away from this hall. Between Jagati and Karamanai during the recent rains we were threatened with absolute isolation. There was a culvert constructed there, but it was constructed only for the immediate necessity. The Chief Engineer had not the statesmanship to see that there will be more rains and that much water will be collected and therefore the water collected will require a bigger culvert to pass through. But just to save money, he ordered a temporary culvert being put up. I am not blaming him personally, but on behalf of the department he is answerable. The result was one part of the town was isolated from the other. The expenditure on such works I would consider a hideous waste. I mention this one instance because it was so close to us. Such instances could be multiplied if we take accounts of what happened in the interior parts. In the last year, during the election time, when we were going from one part of Karunagapalli to another we found that all the

culverts were absolutely useless. The other day, as I was passing through Kartikapalli, I saw a bridge there which was in a dilapidated condition. If the Government only attended to it in time, the bridge would have been very useful.

MR. K. V. NATESA AIYAR (*Chief Engineer*): The name of the bridge?

MR. A. K. PILLAI (*Karunagapalli*): I do not know the name of that particular bridge, but I will give the name of another bridge of a similar description between Nindakara and Chavara. If the Chief Engineer will go and see it, he will find that the bridge is quite useless. I will give another bridge, between Tazhava and Karunagapalli. There is a bridge between Chavara and Nindakara over which many motor cars had been passing hitherto, but now motor cars could not go. They are doing these things only to show that they are economising. But what really happens is huge extravagance in the long run and not economy. This is the chief point that I wish to drive home to the Government and I hope they will be careful in future. I have got another complaint to make about the department from my personal experience. Whenever we speak about a particular work to the Chief Engineer, he will refer us to the Executive Engineer. When we go to the Executive Engineer he will say that the matter is pending before the Chief Engineer.

MR. K. V. NATESA AIYAR (*Chief Engineer*): May I ask him whether there is a single instance in which I referred him to the Executive Engineer?

MR. A. K. PILLAI (*Karunagapalli*): I would refer him to the Ayirantengu-Oachira road in which he referred me to the Executive Engineer who said that the matter was pending with the Chief Engineer.

MR. K. V. NATESA AIYAR (*Chief Engineer*): I may have said that he might refer to the local officers for some detailed information which he may have sought from me.

MR. A. K. PILLAI (*Karunagapalli*): Might be so. I am not one connected with the department, and I do not know the details. The instance that I have given is nothing but a chip from the block. This instance could be multiplied if you want it to be multiplied. The point that I want to emphasise is that there must be greater co-ordination and co-operation between the Executive Engineers and the Chief Engineer. This is one of the greatest, if not the greatest, department which comes in contact with the people; this is one of the departments which personifies the beneficial activities of the Government. When we ask any man as to what benefits he has got, he will say "I have got a road and an irrigation channel" etc. This is the personification of the material benefits of the Government. If, then, you are not sufficiently careful and sufficiently patriotic, I say you will be doing a great harm to the people. But I am sure the Chief Engineer as a conscientious officer will look to these matters and will not give cause for any complaints with regard to them in future.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Sir, I am glad to note that the member has recognised that due regard is being paid by the department to secure economy in the execution of works, but I differ from him when he says that the quality has deteriorated during the past three years.

MR. A. K. PILLAI (*Karunagapalli*): A word of personal explanation. I was referring to the last three years, because I have been in touch with the administration only for the last two or three years. I do not know what was the condition before that. I have no other intention in referring to the last three years.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Of course, Mr. A. K. Pillai gave his impressions. I am stating a few facts. Our primary duty is to look to the quality and proper execution of works. The member referred to a breach in the bus road and to a culvert which had to be reconstructed there. I remember that the member spoke to me about this in person and I explained the matter to him; probably, he has not understood me then. The rear side of the culvert had been repaired previously. We had 11 inches of sudden rainfall in a single night on the first of Edavam last owing to which the Killiyar river brought down extraordinarily heavy floods and overflowed its banks and caused the breach referred to, on the bus road. Owing to this overflow and the breach caused thereby, the culvert also collapsed. This breach had therefore nothing to do with the quality of the work done to the culvert some time back. Then the member referred to certain culverts which were in disrepair when he was moving from place to place at the last election time. I have already explained about this matter during the last budget session. The culverts were then under construction. Then he referred to the bridge between Nindakara and Chavara. As I have explained already in my speeches, the department is attending to the special repairs of roads and bridges, as they fall into disrepair. This bridge was kept in repair from maintenance for some time and as soon as special repairs were necessitated, the work was taken up and the repair, if not completed already, would be completed soon. He referred also to a bridge on the road from Tazhava to Karunagapalli. Its condition will be enquired into.

MR. A. K. PILLAI (*Karunagapalli*): May I ask the Chief Engineer, with regard to the culverts which were all under repairs or demolished at one time, why should the department allow all the culverts to be pulled down at the same time?

MR. K. V. NATESA AIYAR (*Chief Engineer*): They were all new culverts under construction at the time.

MR. A. K. PILLAI (*Karunagapalli*): Were there not culverts on the road, previously?

MR. K. V. NATESA AIYAR (*Chief Engineer*): There were temporary culverts which were then being replaced by permanent ones.

He also referred to the want of co-ordination between the Chief Engineer and the Executive staff. I am not aware of any such want of

co-ordination. The Administration Reports will show that the department is being administered with success and I may assure the member that on my part there has been the fullest co-ordination with the Executive staff. I have nothing more to add.

MR. T. J. MATTHEW (*Changanachery cum Peermade*): I want to speak a few words on this motion. The Chief Engineer thinks that his department is very perfect. Every department may have its own defects; but it is not for the head of the department to admit that there are defects. However, it is the duty of the representatives of the people to point out the defects and therefore I believe he would not misunderstand the representatives. There have been several complaints about the Public Works Department. I am not going to make any generalisations; I would satisfy myself with pointing out a few instances. It is well-known that about Rs. 6,000 or more have been spent for constructing a bridge called the Kannamperur bridge near Vazhappalli. That bridge was found to be utterly useless and another bridge had to be constructed. There are also other irregularities which could have been checked with greater scrutiny. Many of the members present here must have seen the condition of a bridge in the town of Kottayam called the Nagampadam bridge over the Minachil river; half of that bridge is not planked. There are planks only on one side; the other half is left open. I do not know why. This was done some three or four years ago. On enquiry, it was reported that the half-decking was only a temporary measure.

MR. K. K. THOMAS (*Kottayam*): Who was the officer in charge at the time?

DEPUTY PRESIDENT: How is this relevant, Mr. Thomas?

MR. T. J. MATTHEW (*Changanachery cum Peermade*): But even after four or five years the condition of the bridge remains the same. The persons who have seen the traffic over that road could very well understand how difficult it is to walk along that bridge. It is scarcely broad enough for a cart to go along and if there are any persons walking over that bridge at that time they will have to run in front of the cart to escape being knocked over. It is very surprising that such a bridge, existing, as it does, in the midst of the municipality has not been well-planked, so that people could pass over it without any danger to their lives.

It was also reported that some lives were lost recently on account of an accident caused by the submersion of the bridge at Manimala. That bridge has, I think, chains on both sides of it to prevent accidents, but the officers of the Public Works Department took away those chains and a loaded cart was over-turned into the river with the result that some lives were lost. The whole load and the bulls yoked to the cart were also lost. If greater circumspection had been taken with regard to the removing and putting of the chains, I think that accident could have been prevented.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ഡിപ്പാർട്ടുമെൻറു പൊതുനയത്തെപ്പറ്റി രണ്ടു വാക്ക് ഈ അവസരത്തിൽ പ്രസ്താവിക്കുന്നു. പബ്ലിക്കുവക്സ് ഡിപ്പാർട്ടുമെൻറിലേക്കു കഴിഞ്ഞ വർഷത്തെക്കാൾ പുതിയ വേലകൾക്കുള്ള പണം വളരെ കുറവായിരിക്കുന്നു. ഗതാഗതസൗകര്യം വർദ്ധിപ്പിക്കുവാൻ രാജ്യത്തേയ്ക്കിന്നു വേണ്ടി ഗവർണ്മെൻറു പ്രധാനമായി ചെയ്യേണ്ടതു്. എന്നാൽ ഈ വിഷയത്തിൽ ഒരു കാര്യം പ്രത്യേകം ഗൗനിക്കേണ്ടതുണ്ടു്. ഗതാഗതസൗകര്യം എവിടെ കുറവായിരിക്കുന്നു അവിടെയാണു് അധികം ധനവ്യയം ചെയ്യേണ്ടതു്. പണ്ടേതന്നെ ധാരാളം സൗകര്യമുള്ള സ്ഥലങ്ങൾക്കു കൂടുതൽ പണം ചിലവുചെയ്തല്ല വേണ്ടതു്. മുൻപറഞ്ഞതുപോലെ ഈ വിഷയത്തിൽ ഒരു ശരിയായ തോതുവച്ചല്ല ഇപ്പോൾ പ്രവർത്തിച്ചുവരുന്നതു്. പണ്ടത്തേക്കാൾ ഇപ്പോൾ വളരെ ഭേദമുണ്ടു്. ഇപ്പോഴത്തെ ചീഫ് ഇഞ്ചിനീയർ വടക്കൻ തിരുവിതാംകൂറിൽ ഗതാഗത സൗകര്യം കുറഞ്ഞ സ്ഥലങ്ങളിലെല്ലാം ചെന്ന് എവിടെയെല്ലാമാണു് റോഡുകൾ അത്യാവശ്യമെന്നു നോക്കി മനസ്സിലാക്കിയിട്ടുണ്ടു്. ചിലഇടത്തു പുത്തനായി റോഡു തുറന്നിട്ടുണ്ടു്. മുൻകാലങ്ങളിൽ കേവലം തിരിഞ്ഞുനോക്കാത്ത സ്ഥലങ്ങളാണു് അവ. അതുകൊണ്ടു് അദ്ദേഹത്തിന്റെ ഇപ്പോഴത്തെ നയത്തെ വളരെ ശ്ലാഘിച്ചു പറയേണ്ടിയിരിക്കുന്നു. ഗതാഗതസൗകര്യം തീരെ ഇല്ലാത്ത സ്ഥലങ്ങളിലേക്കു് അദ്ദേഹത്തിന്റെ ട്രഷറി പതിയുകയും പലസ്ഥലങ്ങളിലും റോഡുകൾ തുറക്കുകയും ചെയ്തിട്ടുണ്ടു്. ഇപ്പോഴും ഗതാഗതസൗകര്യം അധികമുള്ളതെക്കൻ തിരുവിതാംകൂറിലും മദ്ധ്യതിരുവിതാംകൂറിലും ചിലവാക്കുന്നതിന്നു നിശ്ചയിച്ചിട്ടുള്ള തുകയിൽ കുറയാത്ത ഒരു ഭാഗം വടക്കൻ തിരുവിതാംകൂറിലേയ്ക്കും ചിലവാക്കേണ്ടതാണു്. വളരെ കാലമായിട്ടു ഞങ്ങൾ കൊടുക്കുന്ന നികുതികൊണ്ടാണു് മറ്റുള്ളവരുടെ യാത്രാസൗകര്യം വർദ്ധിച്ചിട്ടുള്ളതു്. വളരെക്കാലം ഞങ്ങൾ ഗതാഗതസൗകര്യം ഇല്ലാത്തവരായി ഇരുന്നിട്ടുള്ളതിനാൽ ഇപ്പോൾ ഞങ്ങൾക്കുവേണ്ടി വ്യയം ചെയ്യേണ്ടതാണു്. ഇപ്പോൾ തുല്യമായിട്ടെങ്കിലും വ്യയം ചെയ്യാത്തതു കഷ്ടമാണു്.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): നിങ്ങളെക്കാൾ കൂടുതൽ സൗകര്യം കിട്ടേണ്ടവർക്കു നിങ്ങളോടൊപ്പമെങ്കിൽ പാടുള്ളു എന്നാണോ നിങ്ങളുടെ അഭിപ്രായം?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): കൂടുതൽ കിട്ടേണ്ടിവരികയില്ല. മറ്റു ഭാഗത്തു കിട്ടുന്ന സൗകര്യത്തിന്നു തുല്യമായ സൗകര്യം ഞങ്ങൾക്കു കിട്ടിയാൽ മതി. വ്യയം തീരെ കുറവായിമുൻ

കാലങ്ങളിൽ ചെയ്തിരുന്നതിനാൽ ഗവർണ്മെൻറു ഞങ്ങൾക്കു വേണ്ടി കൂടുതൽ വ്യയം ചെയ്യേണ്ട ന്യായം ഉണ്ട്. എന്നിട്ടും ഇപ്പോൾ എങ്കിലും തുല്യമായി ഭാഗിച്ചാൽ മതി എന്നേ ഞങ്ങൾ പറയുന്നുള്ളൂ. ആഹാരം കഴിച്ചവർക്ക് പലഹാരം എന്നപോലെ ഗതാഗത സൗകര്യം ഉള്ളിടത്തു കൂടുതൽ പണം ചിലവിടുന്നു. പട്ടിണി കിടക്കുന്നവർക്ക് ആഹാരത്തിനു പോലും കൊടുക്കയില്ല എന്നു പറയുന്നതു ധർമ്മരാജ്യത്തിന്റെ നയത്തിനു യോജിച്ചതല്ല. മൂവാറ്റുപുഴ, കുന്നത്തുനാട്, തൊടുപുഴ ഈ താലൂക്കുകൾ ജലമാറ്റമായി ഗതാഗത സൗകര്യമുള്ളതല്ല. ചില ഇടത്തു് ആറുകൾ ഉണ്ടെങ്കിൽ അവ വഷ്ഠത്തിൽ വളരെ ശക്തിയായി പ്രവഹിക്കുന്നവയാണ്. വേനൽക്കാലങ്ങളിൽ വരണ്ടുപോകും. അതിനാൽ ജലമാറ്റമായ സൗകര്യമില്ല. കരമാറ്റമായി സഞ്ചരിക്കാൻ റോഡും ഇല്ല. ഇപ്പോൾ മെയിൻ റോഡിൽ കൂടെ വടക്കോട്ടു ഒരു ഉദ്യോഗസ്ഥൻ പോകുകയുണ്ടെങ്കിൽ വളരെ കഷ്ടപ്പെട്ടു ചാകാതെ ചത്തു് എത്തി എന്നു വന്നേയ്ക്കാം. കാര്യം ചെളിയിൽ പുതഞ്ഞു പോകും. വളരെ ബുദ്ധിപൂർവ്വമാണ് അങ്ങോട്ടു സഞ്ചരിക്കാതിരിക്കുന്നത് (ചിരി.) ഈ വിധത്തിലാണ് ഞങ്ങളുടെ കഷ്ടത. അത്ര പ്രയാസപ്പെട്ടാണ് ഞങ്ങൾ ഇവിടെ വരിക. രാജ്യത്തിന്റെ എല്ലാ ഭാഗങ്ങളിലേയും ജനങ്ങൾ ഞങ്ങളുടെ കഷ്ടതയിൽ സഹതാപം കാണിക്കേണ്ടതാണ്. ഞാൻ വടക്കൻ തിരുവിതാംകൂറിൽ ജനങ്ങളുടെ പ്രതിനിധിയായിരുന്നെങ്കിലും ആർക്ക് എവിടെ ഗതാഗതത്തിന് അസൗകര്യമുണ്ടോ അവരുടെ കാര്യത്തെ ഒന്നാമതായി എടുത്തു പറയാൻ തയ്യാറാണ്.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*) :
ചേർത്തപ്പോൾ അനുഭവിക്കുന്ന കഷ്ടതയിൽ ഒരു ശതമാനം നിങ്ങൾ അനുഭവിക്കുന്നില്ല എന്നുള്ളതു് നിങ്ങൾക്കു ബോധ്യപ്പെടുന്നപക്ഷം ഇനി ഒരു പരിനഷ്ടം കൊല്ലത്തേക്കു ചേർത്ത താലൂക്കിലേക്കു പണം ചിലവാക്കിയാൽ മതി എന്നു മിസ്റ്റർ. കഞ്ഞിത്തൊമ്മൻ പറയാൻ തയ്യാറുണ്ടോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*) :
ചേർത്തലയിലെ സംഗതിയെപ്പറ്റി എല്ലാം എനിക്കു നല്ല അറിവില്ല. ചേർത്തല എന്റെ താലൂക്കിന്റെ ഒരു അയൽ താലൂക്കുകൂടിയില്ല. അവിടെ ജലമാറ്റമായ യാത്രാസൗകര്യം നല്ലവണ്ണം ഉണ്ട്. എങ്കിലും അവർക്ക് റോഡുകൊടുക്കണമെന്നു തന്നെ ഞാൻ പറയുന്നു.

MR. K. SIVARAMA PANIKKAR (*Shertallur*): I thank Mr. Kujitommen.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): ചേർത്തലക്കാട് റോഡു കൊടുക്കുന്നതന്നെ വേണം. ഞങ്ങളെപ്പോലെ തന്നെയാണ് അവരും ബുദ്ധിമുട്ടുന്നത്. രാജ്യത്തിന്റെ ഏതുഭാഗങ്ങളിലെ ജനങ്ങൾ അസൗകര്യം അനുഭവിച്ചാലും അവരുടെ കാര്യം ഞങ്ങളുടേതു പോലെതന്നെ ഗവർണ്മെന്റു കരുതണമെന്നാണ് ഞാൻ പറയേണ്ടത്. പ്രാദേശികപ്രതിപത്തികൊണ്ടാണ് എന്ന് വിചാരിക്കരുത്. ശരീരത്തിന്റെ ഒരു അവയവത്തിന് സുഖക്കേടുപറ്റിയാൽ ആ ഭാഗത്തെ സുഖപ്പെടുത്തണം. അതിനെ സുഖപ്പെടുത്താതെ വെച്ചു കൊണ്ടിരുന്നാൽ അതു ശരീരം മുഴുവൻ ബാധിക്കും. അതു പോലെ കൃഷി, കൈത്തൊഴിൽ മുതലായവയ്ക്കു യാതൊരു അഭിവൃദ്ധിയും ഇല്ലാതിരിക്കുന്നത് രാജ്യത്തെ പൊതുവിൽ ബാധിക്കുന്ന ഒരു സംഗതിയാണ്. അതുകൊണ്ട് ഇപ്പോൾ ഗതാഗതത്തിന് അസൗകര്യമുള്ള വടക്കൻ തിരുവിതാംകൂറിലാണ് ഗവർണ്മെന്റിന്റെ ട്രഷറി പതിയേണ്ടത്. ചീഫ് ഇഞ്ചിനീയറുടെ ശ്രദ്ധ ഒരു വിധം ഈ വിഷയത്തിൽ പതിഞ്ഞിട്ടുണ്ട്. പക്ഷെ പ്രവൃത്തിയിൽ പൂർണ്ണമായിട്ടു വന്നുകഴിഞ്ഞില്ല. മൂവാറ്റുപുഴ തൊടുപുഴ മുതലായ താലൂക്കുകളിൽ തുറക്കുന്നതിനുദ്ദേശിച്ചിരുന്ന റോഡുകൾ എന്തു കാരണവശാലോ ഇതുവരെ തുറന്നുകഴിഞ്ഞിട്ടില്ല. അവിടെ പുത്തൻ റോഡു തുറന്നു തരണം. പ്രതിവത്സരം ജനങ്ങൾ പടിഞ്ഞാറൻ പ്രദേശങ്ങളിൽനിന്നു കുടികയറിക്കൊണ്ടിരിക്കുന്ന താലൂക്കാണ് മൂവാറ്റുപുഴ തൊടുപുഴ ഈ സ്ഥലങ്ങൾ. ഭൂനികുതി, ജനസംഖ്യ മുതലായതെല്ലാം ഇതിലേക്കു ലക്ഷ്യമാണ്. പുതിയ വേലകൾക്കു യാതൊരു തുകയും ആലുവാ ഡിവിഷനിലേക്കു ചേർത്തിട്ടില്ല. ഇതു വളരെ ചെറുമാണ്. പാലങ്ങൾ, റോഡുകൾ മുതലായവ ഉണ്ടാക്കി തരണം. ഞങ്ങൾ നല്ല ഒരു തുക നികുതി കൊടുത്തുവരുന്നുണ്ട്. അവിടത്തെ ജനങ്ങൾക്കു സിദ്ധിക്കണമെന്ന് അവർ പ്രധാനമായി പറയുന്നത് രണ്ടു സംഗതികളാണ്. മരൊന്നും സാധിച്ചില്ലെങ്കിലും ഇതു സാധിച്ചാൽ മതി. ഒന്നാമത് (ഈ വിഷയത്തോടു നബന്ധമില്ലെങ്കിലും പറയാതെ നിവൃത്തിയില്ല) ഉദ്യോഗസ്ഥന്മാരിൽ നിന്നുമുള്ള ഉപദ്രവത്തിൽ നിന്നും അവരെ രക്ഷിക്കണം. (ചിരി) പിന്നെ ഒന്ന് റോഡു വടക്കൻ തിരുവിതാംകൂറിലെ ഗതാഗത സൗകര്യം വർദ്ധിപ്പിക്കണമെന്നുള്ളതായിരിക്കണം ഗവർണ്മെന്റിന്റെ നയം എന്ന് പ്രസ്താവിച്ചു കൊണ്ടു ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു.

MR. C. P. TARAKAN (*Kunnathnad*): ഒരു കണ്ണിൽ എണ്ണയും മറെറാ കണ്ണിൽ ചുണ്ണാമ്പും ഒഴിച്ചു കൊണ്ടിരിക്കുന്ന നയം ഒരുത്തക്കും ചേർന്നതല്ല. രാജ്യത്തിന്റെ എല്ലാഭാഗത്തെയും ഒരു പോലെ വിചാരിച്ച് എല്ലാഭാഗത്തിലും ഉള്ള ആവശ്യത്തെ വേണ്ടപോലെ സാധിച്ചുകൊടുക്കേണ്ടതു ഗവർണ്മെന്റിന്റെ പ്രധാനകടമയാണ്. ഉത്തരതിരുവിതാംകൂറിൽ ഗതാഗതവിഷയത്തിലുള്ള അസൗകര്യത്തെപ്പറ്റി മിസ്റ്റർ കഞ്ഞിത്തൊമ്മന്റെ അഭിപ്രായത്തോടു ഞാൻ അക്ഷരപ്രതി യോജിച്ചുകൊള്ളുന്നു. അതിൽ കൂടുതലായി ഈ ഭാഗത്തെ സംബന്ധിച്ച് എന്തെങ്കിലും പറയേണ്ട ആവശ്യമുണ്ടെന്നു ഞാൻ വിചാരിക്കുന്നില്ല. മിസ്റ്റർ നടേശ്വർ ചീഫ് ഇഞ്ചിനീയർ ആയതിനു ശേഷം ഗതാഗതത്തിലുള്ള അസൗകര്യത്തെ ഇല്ലാതാക്കുന്നതിന് അദ്ദേഹം വളരെ പരിശ്രമിച്ചിട്ടുണ്ട്. പല ഭാഗങ്ങളിലും പുതിയ റോഡുകൾ ഉണ്ടാക്കാൻ അദ്ദേഹം സഹായിച്ചിട്ടുണ്ട്. അതിനാൽ അദ്ദേഹത്തോടു പ്രത്യേകം നന്ദിപറഞ്ഞുകൊള്ളുന്നു.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): ഇപ്പോൾ ഏറ്റവും കൂടുതൽ റോഡുള്ളത് മൂവാറ്റുപുഴ, കുന്നത്തുനാടു, തൊടുപുഴ ഈ താലൂക്കുകളിലാണെന്ന് മിസ്റ്റർ തരകൻ രാമിരിക്കുന്നുണ്ടോ?

MR. C. P. TARAKAN (*Kunnathnad*): അല്ല. ഏറ്റവുംകൂടുതൽ റോഡുള്ളത് മൂവാറ്റുപുഴ, കുന്നത്തുനാടു ഈ താലൂക്കുകളിൽ ആണെന്നു ഒരിക്കലും ഒരുത്തക്കും പറയാൻ സാധിക്കയില്ല. മിസ്റ്റർ നടേശ്വർ റോഡുണ്ടാക്കുന്നതിനെ സംബന്ധിച്ചു സ്വീകരിച്ചിട്ടുള്ള എല്ലാ നയത്തോടും പൂർണ്ണമായി യോജിക്കാൻ നിവർത്തിയില്ല. രണ്ടു സംഗതിയെ സംബന്ധിച്ച മാത്രമെ പ്രസ്താവിക്കണമെന്നു വിചാരിക്കുന്നുള്ളു. ഒന്നാമത് വർഷകാലത്തിൽ വെള്ളത്തിൽ കൂടെ വണ്ടിയിലും റോഡിൽ കൂടെ വള്ളത്തിലും പൊതുജനങ്ങൾ സഞ്ചരിച്ചാൽ മതിയെന്നാണ് അദ്ദേഹം തീരുമാനിച്ചിരിക്കുന്നത്. എവിടെങ്കിലും പുതിയ റോഡ് ഉണ്ടാക്കാൻ ആരംഭിക്കുമ്പോൾ സാധാരണ ചിറകെട്ടി പൊക്കിയിടങ്ങളെ ആവശ്യം വന്നാൽ അവിടെ പൊക്കം കുറച്ചു വർഷകാലത്തു വെള്ളം റോഡിന്റെ മീതെ കൂടെ ഒഴുകിപ്പോകത്തക്കവിധത്തിലുള്ള നയമാണ് ഈ ഡിപ്പാർട്ടുമെന്റിൽ നിന്നും സ്വീകരിച്ച റോഡുകൾ ഉണ്ടാക്കിവരുന്നത്.

MR. K. V. NATESA AIYAR (*Chief Engineer*): May I ask the member to quote an instance where the Chief Engineer has ordered that the road embankment should be kept low?

MR. C. P. TARAKAN (*Kunnatnad*): ചീഫ് ഇഞ്ചിനീയർ ആയാലും എക്സിക്യൂട്ടീവ് ഇഞ്ചിനീയർ ആയാലും അനുഭവം ഇങ്ങിനെയാണ്. അതായത് വർഷകാലത്തു മൂന്നുനാലുമാസം ഗതാഗതത്തിനു സൗകര്യമില്ലാത്തവിധത്തിലാണ് റോഡുണ്ടാക്കുന്നത്. വർഷകാലത്തു വെള്ളപ്പൊക്കത്തിൽ ചിറയുടെ മീതെകൂടി ഒഴുകി റോഡു മുറഞ്ഞുപോകുന്നതു സാധാരണയാണ്.

MR. K. V. NATESA AIYAR (*Chief Engineer*): May I ask the member to give instances of new roads constructed in such a way that they were subject to submersion?

MR. C. P. TARAKAN (*Kunnatnad*): Kizhakambalam road is an instance.

DEPUTY PRESIDENT: You may explain all that you have to say in your reply.

MR. C. P. TARAKAN (*Kunnatnad*): മേലിൽ ഇങ്ങിനെ ഉണ്ടാക്കരുത് എന്ന അഭിപ്രായമാണ് എനിക്കുള്ളത്. ചീഫ് ഇഞ്ചിനീയർ ഇതിനെ പറ്റി ശ്രദ്ധിക്കുന്നപക്ഷം ഞാൻ കൃതാത്മൻ ആകുന്നതാണ്.

മരൊരുസംഗതി റോഡുകൾ ൧൨ അടി മുതൽ ൧൪ അടിവരെ വീതി ഉള്ളതാണ്. ചോട്ടാർകാറുകൾ ധാരാളം ഉള്ള ഇക്കാലത്തു ൧൨ അടി മുതൽ ൧൪ അടിവരെ വീതിയുള്ള റോഡുകൊണ്ടു യാതൊരു പ്രയോജനവും ഇല്ലെന്നുമാത്രമല്ലാ ഉപയോഗത്തെക്കാൾ അധികം ഉപദ്രവമാണുണ്ടാകുന്നത്. മേലാൽ ൧൬ അടിവീതിയിൽ കുറഞ്ഞ റോഡുകൾ ആവശ്യമില്ല. റോഡുകൾ ഉണ്ടാക്കുന്നതിനെ ഉപയോഗിക്കത്തക്കവിധത്തിൽവേണം റോഡ് ഉണ്ടാക്കാൻ. ഈ സംഗതിയെ ഞാൻ ഗവർണ്മെന്റിന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവന്നുകൊള്ളുന്നു.

MR. A. J. JOHN (*Vaikam*): I support the motion of Mr. A. K. Pillai and propose to say a few words about the policy of the department in the matter of maintenance and repairs of works. A sum of Rs. 8½ lakhs is allotted for annual repairs of roads and other communications. These so-called annual repairs in many instances turn out to be mere waste. Every year lakhs of rupees are sanctioned for these repairs, but the department, though it is overcrowded with officers, does not give any attention to these repairs and it seems to me that the policy is to have as much amount as possible for repairs. Many of these repairs are effected at one and the same place every year, and from this fact it could be seen that the so-called repairs are not properly done. To cite one or two instances, during the flood of 1099, there were some three breaches at the southern bank of the Muvattupuzha river near Talayolaparambu. One of them was a big one and the other two small ones. Towards the close of 1100, the big one

was repaired and the other two were left unnoticed. The public of the place made representations to the officers of the department to repair the other two breaches also and the expense could not have been above two or three hundred rupees. The whole department slept over the matter and allowed those breaches to remain there. Towards the close of last year, one of the unnoticed breaches gave way and the bank of the river to a length of about 50 feet was carried away by the current, a portion of the Excise station and the surrounding compounds were damaged considerably, and the total loss would be more than Rs. 6,000.

This year that breach also was repaired and the other minor breaches were left unnoticed. A few days ago, on account of the current, the other breach also became widened and another canal was created through first class cocoanut gardens. If the department had taken a slight care and caution, these tremendous losses could have been prevented.

The case of Talayolaparambu-Kuttattukulam road at Elanji is another instance. If the Chief Engineer wants details about it, I am ready to supply him with them.

Another instance may be cited and that is the Kaniyan *tolu*.

So, what I submit is that, if any repairs are to be effected, they must be done properly and thoroughly and if damage results soon after the work, the officer who supervised the work must be held liable for losses.

MR. K. K. THOMAS (Kottayam): In looking at the distribution of works, I wish to point out one or two details in regard to South Travancore. About Rs. 80,48,000 have been spent on the Kodayar Irrigation Works. And this expenditure yields only an interest of 1.93 per cent.

MR. K. V. NATESA AIYAR (Chief Engineer): I rise to a point of order. Is it fair on the part of Mr. Thomas to speak about the Kodayar Project when Mr. Kumara Pillai himself is not prepared to speak anything about it?

DEPUTY PRESIDENT: I do not see that there is anything unfair.

MR. K. K. THOMAS (Kottayam): Out of an expenditure of Rs. 80,00,000, the Government are getting only less than 2 per cent. a year and every year the expenditure is leaping up.

MR. G. PARAMESVARAN PILLAI (Neyyattinkara): May I ask Mr. Thomas whether that was expended as a commercial concern?

MR. K. K. THOMAS (Kottayam): What else is it? So far as my information goes, even before the construction of the Kodayar Project there had been about thirty or forty thousand acres of land which were served very well by *Manamari* tanks. Now the rate of conversion does not at all compare favourably with the large amount spent on the project.

With regard to buildings, it is really a matter for regret that the Government are spending lakhs of rupees on High School buildings when they are spending, by way of building rent, at the rate of Rs. 200

[Mr. K. K. Thomas.]

or Rs. 300 a month, for every building, costing three or four thousand rupees. For instance, the Nagercoil High School building was estimated to cost about Rs. 1,85,000. In 1100, Rs. 2,47,000 has already been spent. Rs. 27,000 have been spent in 1101, and another Rs. 30,000 are provided for, for the year 1102. Similarly, in the case of the new College Hostel at Trivandrum, the building has swallowed Rs. 1,17,600 and I think every year 20 or 30 thousand rupees are being provided for, for that building also. This sort of distribution, I think, to an ordinary layman would seem to be nothing but absolute waste of money.

MR. K. V. NATESA AIYAR (*Chief Engineer*): I again rise to a point of order, Sir. Is it fair on his part to go on speaking till 5 o'clock without giving me an opportunity to reply?

DEPUTY PRESIDENT: Let him finish his speech. We can even continue to-morrow, if necessary. You will certainly have the right to reply, Mr. Natesa Aiyar.

MR. K. K. THOMAS (*Kottayam*): In Kottayam and other places, Government are paying monthly rents of Rs. 200 and Rs. 300 for a number of buildings, while without any hesitation, they freely indulge in works which cost them lakhs of rupees and from which they get practically *nil* returns. I have nothing more to add.

MR. A. K. PILLAI (*Karunagapalli*): I have only to express my gratification in having been impressed by the earnestness of the Chief Engineer in all questions that I raised and I am sure that he will apply his mind more to the suggestions that I have made. I am happy to mention that, so far as my own experience about him is concerned, I have found that he has always been accessible to the citizens and has been trying to do his best for the people. All the same, there has been a good deal of laxity in the departmental affairs to which I was making pointed reference; and I hope he will do his best to rectify the mistakes. I do not want to press the motion to a division.

MR. K. V. NATESA AIYAR (*Chief Engineer*): I will give a brief reply, Sir. I have only to reply to two members.

MR. T. P. RAMASUBBA AIYAR (*Secretary to Government*): The mover does not press his motion.

DEPUTY PRESIDENT: He has all the same the right of reply. Since the mover is not pressing his motion, you need refer only to the few important points, Mr. Natesa Aiyar.

MR. K. V. NATESA AIYAR (*Chief Engineer*): Mr. T. J. Matthew referred to the Kannanperur bridge which failed soon after construction. This was long before I became the Chief Engineer. That was a new design that was tried by the department. I am sorry to say that it proved a failure. The Nagampadam bridge at Kottayam was redecked to only half its width about five years ago, as it was thought sufficient at that time. The traffic having increased considerably since, especially fast moving motor vehicles, an estimate for Rs. 10,000 for decking the

remaining half width has been forwarded to the Government, and the work will be taken up as soon as it is sanctioned. The member also referred to an accident at Manimala. It has been reported to me that it was due to the foolhardiness of the cart driver who was driving on the submerged bridge at dead of night. Anyhow, I will look into the matter and do the needful. I am thankful to Mr. Kunjitomman and Mr. Tarakan for their recognition of the interest shown by the Government and by the department in developing the communications in North Travancore. The Government recognise the need for further development and will do all that is possible out of the funds that can be made available for expenditure by the Public Works Department. As regards the roads that get submerged during floods, the department has been taking steps to raise the low portions wherever the circumstances allow it. We have raised the low embankments on the Main Central Road and elsewhere in recent years.—Mr. John referred to some breaches in the Muvattupuzha river near Talayolaparambu which were not closed speedily. The delay was due to want of earth close by and land had to be acquired for the purpose. As soon as the land was acquired, the breach was closed properly. The breaches which occurred recently are in other weak places and these will be closed and other weak places, if any, will also be strengthened without delay. He referred to the Kaniyan *todu*. That work is being delayed as land acquisition is in progress. The work will be completed in 1102. Mr. Thomas referred to the large sum of money that has been spent on the Nagercoil High School building and similar other big buildings. Such large sums are spent only in a few localities where buildings of certain type and standard have been decided to be constructed. In conclusion, Sir, I am thankful to Mr. A. K. Pillai for the sentiments expressed by him regarding me. I have nothing more to add. I am glad that the mover has not pressed the motion.

The motion was by leave of the House withdrawn.

Motions 38 and 39.

The following motions were not moved:—

MR. G. RAMAN MENON :

38. To reduce the allotment of Rs. 26.74 lakhs under Demand I by Rs. 10.

MR. T. KUMARA PILLAI :

39. To reduce the total allotment of Rs. 26.74 lakhs under Demand I by Rs. 100.

The question that the sum of Rs. 26.74 lakhs, *minus. Re. 1* be granted under Demand I—Public Works Department, was then put to the vote of the House and carried.

The grant was made.

The Council adjourned at 5 P. M., to meet again at 11-30 A. M., the next day.

T. P. RAMASUBBA AIYAR,

Secretary to the Legislative Council.